COMMERCIAL CAR JOURNAL

NEWS

VOLUME XLI PHILADELPHIA, JUNE, 1931 NUMBER 4

A Tidal Protest

When Gov. Lloyd B. Olsen of Minnesota vetoed a bill which would have prevented common carrier truck companies from charging rates lower than railroads on trucking operations paralleling rail lines, he said that to attempt to insure continued employment of railroad employees by regulating 233 trucks compared with more than 100,000 unregulated trucks is like attempting to stem the tide of the seas.

Salute the Truck

Final registration figures for 1930 show that truck increases have been enough to offset passenger car decreases from the 1929 level. Total motor vehicle registration for 1930 shows an increase of 0.8 per cent over 1929. Registered automobiles, taxis and buses number 23,042,840 for 1930, a decrease of 78,749 vehicles from the 1929 figures, while registration of 3,480,939 trucks and road tractors showed a gain of 101,085 over the 1929 figures.

Walker Takes Rees

The Walker Mfg. Co. has taken over certain assets of the Rees Mfg. Corp. and will manufacture and sell the most popular Rees jacks. The Rees name will be retained, but jacks will be made, sold and serviced by the Walker Co.

Acid Proof Liners

Acid-proof rubber lining for tank bodies is solving the transportation problem for acid-handling manufacturers. Rubber is made to adhere to metal by the B. F. Goodrich Rubber Co.'s "Vulcalock" process.

Rails Seek Boost

Decision to apply to the I.C.C. for an increase in freight rates was the result of a recent meeting of eastern railroad presidents. It is unofficially reported that the increase to be asked will be about 10 per cent.

Georgia Truckers Grow

The Georgia Truck Operator Association voted to absorb the Georgia Truckmen's Association, incorporate and establish twelve local chapters in the new organization.

Pierce Gets Nafziger

The Pierce Governor Corp., Anderson, Ind., has acquired the business of the Nafziger Corp. (of Chicago), manufacturers of electric governors.

Another Linn Arrival

A new tractor, model 4-28-D, powered with a low-speed, heavy-duty, four-cylinder Waukesha engine, has been announced by Linn Mfg. Corp.

White in Canada

The White Co. has established a plant at Montreal, Que., under the direction of L. M. Hart, vice-president. Production for Canadian distribution started June 1.

Our Own Ear to the Ground Department

● Mack has been demonstrating some special jobs to oil and gasoline distributors in the New York area. It was reported but not confirmed that one of the jobs was an engine-under-the-seat model.

● The potential farm truck market is 3,186,000 units. This is one truck for every two farms in the U. S. For details see page 22.

● It cost Relay Motors Corp. 50,000 berries to build and demonstrate nationally its big duo-drive model. Publicity space given this model in newspapers and magazines, if computed at advertising rates, would doubtless equal the expenditure.

● M. L. Pulcher, Federal president, and L. R. Buckendale, Timken axle executive engineer, will make truck rating suggestions at the Society of Automotive Engineers' summer meeting, White Sulphur Springs, June 14. That's why they aren't represented among the opinions carried in the rating article on page 26. Their views will be presented in the July issue.

● One truck manufacturer is planning to "plate" valve seats with stellite. Stellite is a metal so hard that it can't be machined; it must be ground. Valve seats, you know, have been giving trouble in high-speed operations.

● Several engineering minds are working on front axles to make four-wheel drive units out of Fords, Chevrolets and similar light trucks.

MORE GROUND WORK ON PAGE 50

Turn to Page 42
For Further News

Store Door Delivery

An agreement in principle on a store-door delivery plan at uniform rates for carload lots for all points in New York City was recently reached at a meeting at which both railroads and shippers were represented. Under the plan, an express agency would arrange contracts at rates acceptable to the I.C.C. When details are completed, the plan will be submitted to the various railroad presidents for approval. The conclave was due to motor competition which hit package freight business of roads.

Truckers to Mobilize

Border-line warfare is responsible for the calling of a special conference of truck association executives by Tom Synder, Secretary and Treasurer, Truck Association Executives of America. The meeting will be held at St. Louis, Mo., June 8 and 9. The truck committee of the N.A.C.C. has joined hands with the truck executives in an effort to bing about national uniform reciprocity.

When Moving Furniture

Every important angle of truck operation in the retail furniture field covering in detail reasons for trucking losses and means of correcting them is revealed in a survey made by General Motors Truck Co. This report is the twelfth of a series of similar studies in other vocations.

W.T.A.C. Protects Truck

A proposal that would have permitted world railroad interests to continue their anti-truck and bus warfare under the approval of the International Chamber of Commerce was decisively defeated at one of the sessions of the World Trade Annual Conference in Washington.

Nebraska Rides Veto

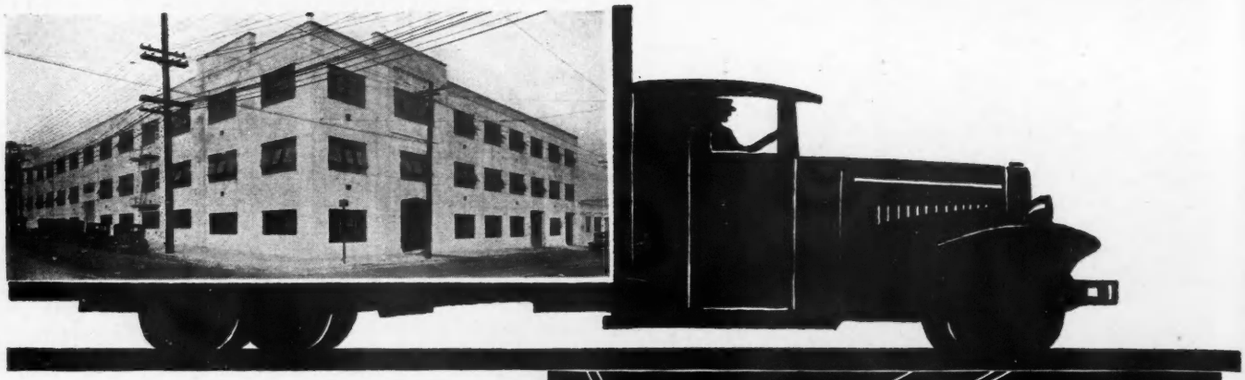
The Nebraska legislature passed its truck size and fee bill over the Governor's veto. Gov. Chas. W. Bryan in turning down the measure said it would drive trucks from the highway and work hardships on farmers.

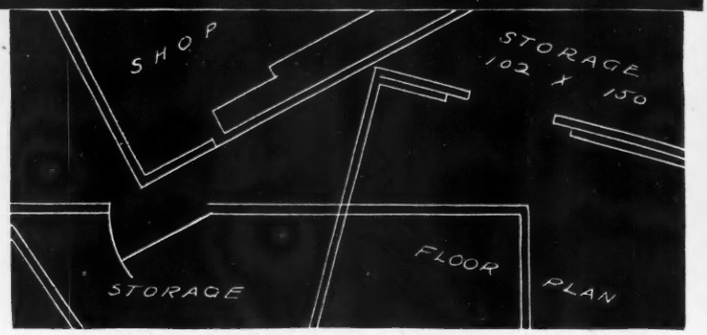
Checker Adds Truck

The Checker Cab Mfg. Corp. is offering a chassis which may be converted into either a six or nine passenger station wagon or a complete package delivery unit. Price is $1,795.

G.M.T. Reelects

All directors of General Motors Corp. were reelected at the annual stockholders meeting.





PRACTICAL HINTS FOR DESIGNING AN EFFICIENT

THE Pacific Gas & Electric Co. recently placed in operation a new three-story and basement reinforced concrete structure for storage, repair and maintenance of the large fleet in the San Francisco division of the company. In addition to storage for a fleet of approximately 480 vehicles, passenger cars and trucks, the building contains shops for complete maintenance service, including battery, upholstery, paint, carpenter, machine shop, blacksmith and electrical work, as well as inspection and repair sections.

Planning the building entailed much thought and study of every factor involved in design, construction and layout, including available sites, type and number of pieces of motor equipment, stores and/or maintained, scope of work to be undertaken by the shop and local building regulations and restrictions.

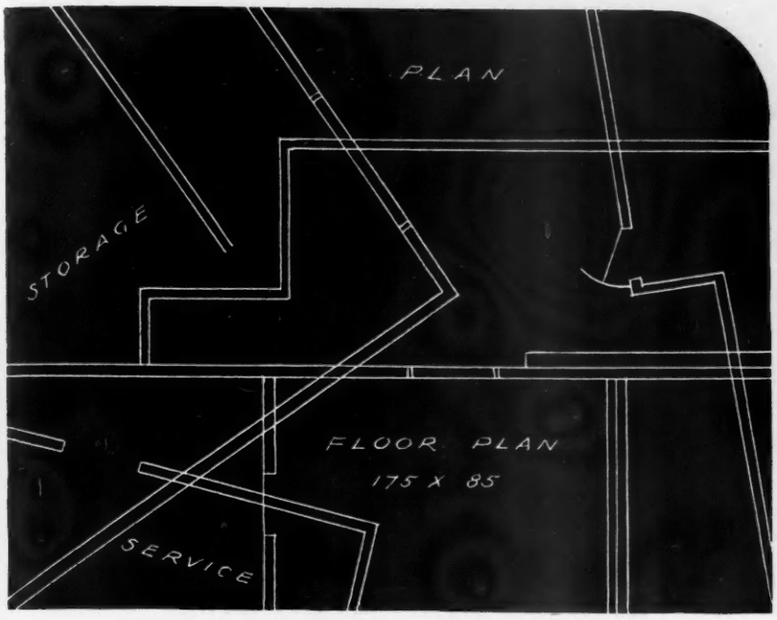
The first natural consideration should be that of location. The site should be selected to fit the building, not, as usually is the case, the building made to fit the site. The location should be considered from various points of view, such as nearness to central activity, grade of the land, size and shape of the building, and accessibility and cost of the real estate. A location fronting on two parallel streets or on one street and a service yard will be the most satisfactory and economical.

The number of vehicles to be parked in the building governs the size of the storage area. The parking arrangement inside the building must be laid out to utilize the space to the best advantage and so obtain the lowest cost per vehicle stored. Automotive equipment should be stored with at least twelve inches between small cars and from eighteen to twenty-four inches between trucks. Unduly close crowding hampers nightly inspection and increases the chance of damage. If vehicles are at right angles to the aisles, the aisle should be as wide as the length of the vehicles.

Building codes generally prescribe that floors be of concrete or other noncombustible materials. Floors should be non-absorbent of oils and should have plenty of drains and provision for cleaning. We find that aisle drains should be on about 20 ft. centers. Wash room floors should be waterproof, but not slippery.

The floor area between fire walls in large garages is usually limited by insurance regulations. Garages equipped with automatic sprinklers are permitted double the floor area of those unsprinkled. In steel buildings, cost of the sprinkler system may be partly offset by omitting fireproofing of the structural steel roof supports, otherwise required. It may be desirable to reduce the areas between fire walls below that allowed in regulations to limit the amount of damage to a fleet in case of fire.

Entrances and exits and movement



By E. C. Wood
Transportation Superintendent
Pacific Gas & Electric Co.
San Francisco

A modern fleet home isn't just four walls and a roof, but a building representing lots of foresight and special planning. It entails consideration of a host of important operation and maintenance detail not commonly thought about.

This story discusses, step by step, the planning of a really efficient home and as a future guide is well-worth filing. Principles involved apply to large or small fleets in any vocation.

MODERN FLEET HOME

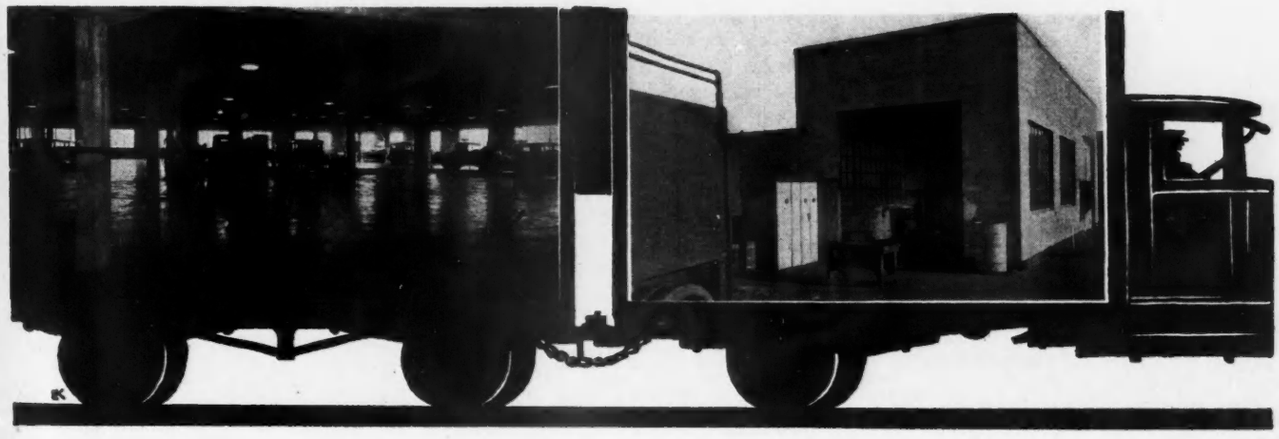


Fig. 1—At top, page 14. Site of the new fleet home of the Pacific Gas & Electric Co. was chosen to fit the building. Corner location and ample entrances and exits expedite the movement of company cars and trucks

Fig. 2—Above. Repair shop in which each mechanic has his own compartment with bench, tool kit, electric current outlet and safety can for cleaning

Fig. 3—Above, right. Light, ventilation and isolation from rest of the establishment characterize this paint shop

of vehicles within the garage must be planned carefully. Every "live" car should face an aisle or be parked at a doorway. Each aisle should lead either directly or indirectly to a doorway. Since the common maximum permissible width of a vehicle is 96 in., the doorway should be not less than 12 ft. and preferably not less than 14 ft. wide. Doors should be at least two ft. higher than the highest cab or body. Wooden doors are not generally satisfactory for garage purposes because of fire hazards or risk of damage.

The method of heating and ventilating a garage should be carefully considered as a part of the general plan. The heat-generating plant preferably should be located in a separate building. If within the garage, the plant should be placed in a separate room, cut off from all other parts of the building by fireproof walls. Openings should be restricted to pipe and ducts and should be made air-tight.

Positive circulation of one cu. ft. of air per min. per sq. ft. of floor area should be provided for ceilings not more than 15 ft. high and in that proportion if ceilings are more than 15 ft. If natural ventilation is pro-

Fig. 4—Machine shop on third floor is completely equipped for major and minor jobs

DESIGNING A

vided by open windows, the area of the windows should be equivalent to at least 5 per cent of the floor area.

Handling the problem of gasoline storage and dispensing in large garages at the last minute frequently results in an unsatisfactory makeshift which results in loss of time and money.

The method of fueling used previous to completion of this garage was by means of portable buggies, and the work was done at night, after all cars and trucks were in their stalls. This method was cumbersome and time-wasting, because the capacity of the buggies was limited and refills were necessary during refueling process.

Therefore the gasoline handling problem was attacked as a major one. It was decided to do away with fueling of vehicles in their stalls and to fuel them as they came in at the end of the day's work. The incoming time of various types of vehicles was staggered, so that the incoming line of vehicles is fairly uniform for a period of about two hours.

Preliminary plans and an outline of what was required were given to specialists in the storage and handling of gasoline and they were asked to determine the best layout and submit their recommendations with the requirements as outlined in mind. This preliminary was well worth while, as the system has proven that it meets the requirements of the garage.

• Fueling Economies •

THE fueling system is in two sections. A two-inch rotary pump, driven by a three hp. motor, serves three meter dispensing units on the first floor, and a 1½ in. pump, driven by a two hp. motor, serves two similar units on the second floor. Each pump draws from two 550 gal. underground storage tanks, giving a total of 2200 gal. of storage. Pumps are protected by automatic by-pass valves and pressure reducing valves are used on the discharge line so that each dispensing unit gets a uniform pressure of liquid at all times. Gasoline is actually measured in volumetric displacement meters without by-passes. As each gallon is delivered, a bell rings, enabling the driver of a closed vehicle to note the quantity delivered. Each meter dial has a total meter built into it, which is under individual lock and key, and open only to an authorized person. The hose hanger hook is a combined remote control switch and line valve opening lever. When the hose is lifted from the hook, the hook closes the remote control on the pump and opens a valve in the unit to permit liquid to flow through the hose.

The entire installation was placed by the markers of the equipment. All lines are pitched to the tanks and air releases are incorporated in each discharge line running back to the tank so that vapor passing over is caught in the underground tanks. Inside pipe lines were insulated with 2 in. covering of asbestos to protect the lines against heat in case of fire.

As vehicles come into the garage and pull up to the dispenser located at the end of each ramp at all garage entrances, the driver opens the gas tank and the checker lifts the hose off the hook and serves the required amount of gasoline to the vehicle. The checker replaces the hose, notes the car number, and enters the car number and amount served on his tally sheet as the driver replaces the tank cap and moves the vehicles to his parking stall. The dispensing units are so placed that a car not requiring gasoline can by-pass the car being fueled and proceed to its parking space.

Our gasoline system has done away with labor at night, has reduced the fire hazard and it provides accurate records of fueling.

Filling engine crankcases does not introduce a dangerous fire hazard, the job can be handled satisfactorily inside the garage, at night. Oil is distributed from wheel buggies which are filled from two filling stations, one in the main oil room in the basement

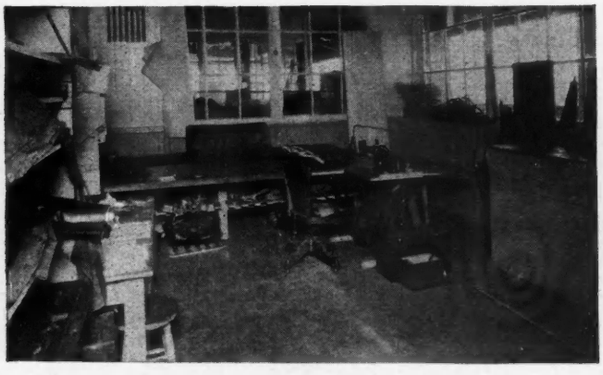


Fig. 5—An upholstery shop is one of the departments embodied in the building

Fig. 6—Walls are used for advertising service as well as safety policies to drivers

FLEET HOME

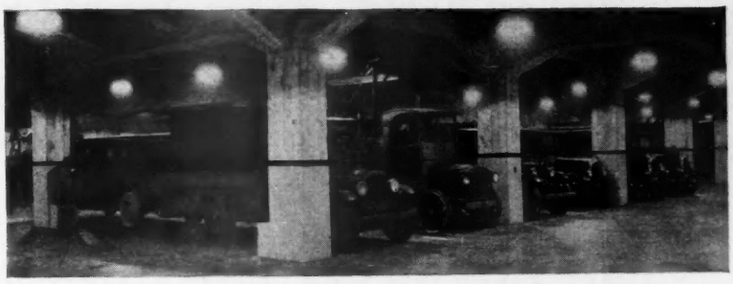


Fig. 7—Heavy-duty equipment is stored on the first floor, which, like others, is well lighted

and another on the main floor above.

All crankcase oil is drained in special swing spouts located in the repair pit. Oil is piped in storage tanks in the street by gravity. Another draining spout is provided on the auto lift with a swinging spout which drains into the same oil line. This installation eliminates all handling of crankcase oil.

Labor turnover is an expensive item in shop operation, and providing comfortable quarters is part of the answer to this problem. The quarters should be clean, cheerful and heated during cold weather. Locker rooms should be fitted with individual steel lockers and adequate washing facilities.

Floors in wash rooms should be waterproof and slope toward drains. All modern wash rooms should be fitted with shower baths. In designing the locker and wash rooms, fixtures to be installed should be considered. Some liquid soap dispensing systems require building fixtures, and certain towel or soap containers also require special construction. Drinking fountains should be provided in the wash room, as well as throughout the plant.

The stock and tool room should be located conveniently of access to the shop they serve. All tools should be kept clean and free from moisture and they should be stored in a clean, dry place. A wall board or rack serves the purpose in keeping tools in place when needed.

Near the center and to the rear of the garage is the tool room. It is fenced off with wire, with everything under lock and key, and in charge of the tool room man.

The greatest problem for the superintendent in charge of a fleet of motor vehicles is that of insuring the same degree of accuracy in motor vehicle reconditioning as in manufacturing but without expensive methods of testing and the use of costly tools and jigs and unlimited time.

• Overhaul Provisions •

OUR shop is equipped with the following tools and equipment: Lathe, drill press, grinder, buffer, power saw, benches, jacks of assorted sizes, horses, portable hoists, engine stands, arbor press, wheel pullers, wheel aligners, assorted wrenches, valve grinders, compression gages, micrometers, compressor. Overhead track and chain hoists, cleaning tanks, reamers, portable electric drills, creepers for working under vehicles, welding equipment.

Suitable means should be provided for performing all overhaul and repair operations which are not "farmed out." Pits, hoists or cranes or all of them may be required, and provision must be made for them by the architect designing the building. Repair sections should be separated from storage sections by fire walls.

If pits are constructed, they should be made of concrete or masonry and should be ventilated continuously by mechanical systems.

Pits are constructed with one end open to an outside wall, either directly or by means of a transverse pit at the same lower level. The ventilating duct should be at the closed end of the pit and extend to the outside air. Provision should be made for cleaning the pit and a drain should be provided to the sewer.

Paint shop should be isolated from the garage or other shops by fireproof walls. It preferably should be in a separate building. It is obvious that the room should have non-combustible walls, floors, ceiling and equipment. The floor should be waterproof and provided with a trapped drain. Exterior doors should have raised sills to prevent the escape of spilled liquids. An adequate system of ventilation is absolutely necessary in all locations where finishing materials are stored, mixed or sprayed. Ordinary ventilating methods are not effective. Positive ventilation can be secured only by adequate exhaust system which must be designed to meet the specific conditions on each job. The require-

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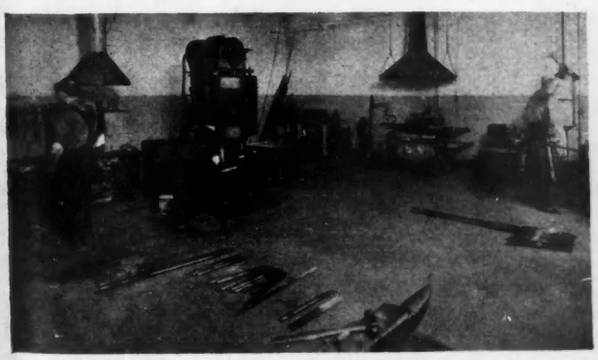

Fig. 8—The blacksmith shop is too large to fit "under a spreading chestnut tree"

Fig. 9—Pyramid of special tools and stock of parts is near the center of the building

MILLERS ON TRUCKS MAKE A NEW MARKET

The Old Order Changeth And It's the Farmer Now Who Stays Put

By V. OSTERGAARD

IF you can think of a man who would like to have a steady, profitable occupation and at the same time has a little money to invest, then you have a prospective buyer of a milling outfit which includes a truck.

Naturally, before he buys, such a man will wish to know something of the developments which gave rise to this new occupation.

In a dairy community—in almost any community in which stock-raising or dairying is carried on—corn, small-grain (and sometimes roughage) is ground, as a matter of course, before it is fed. That's a standard, accepted, profit-proven practice.

For many years some of the farmers have been depending on their own large or small stationary mills to fill their individual grinding needs; but not nearly all the farmers are thus equipped. Nevertheless the practice of using ground feed steadily increased; and to meet the demands of farmers without mills of their own, centrally located operators of elevators and feed stores installed large, stationary mills. To them many farmers could and did haul their grain, often having to wait their turn to have grinding done; and then they hauled the grain back home again.

Of course, this was a wasteful process. The farmer spent too much time on the road, too much time at the mill; and whether he hauled his feed by truck or by horse-drawn vehicle, the transportation itself cost him money.

Some bright chap then thought of mounting a powerful motor and a mill of fairly large capacity on a motor truck. Reasoned he: I can save the farmer's time, and also the cost of hauling his grain to town to the central mill, and still charge him a satisfactory rate which will leave me a profit.

His reasoning was correct. In the experience of Andrew Petersen of Tyler (Lincoln Co.) Minnesota, he could ask and get approximately the same grinding rate as the centrally located mills charged. Mr. Petersen has been getting approximately three cents per bushel; or he will grind at a flat rate of $4 to $5 per hour, depending on the material to be ground.

In comparison [illegible] located statio[illegible]

TURN TO [illegible]

Something New for Trucks to Deliver

Developments in the Freezing of Orange Juice and Sliced Fruits Open Another Truck Market

DOWN in the citrus fruit belt they are squeezing millions of oranges and freezing thousands of gallons of juice in order to satisfy the North's morning appetite with a juice that retains all the freshness of fruit just picked from trees. And this is only the beginning; they will be squeezing billions shortly, according to all reports, not to mention the slicing and freezing of millions of peaches and other delectable fruits.

This is another instance of the creation of a new industry through the discoveries of modern science (quick freezing), which depends on modern transportation facilities (trucks). The opening of this new and vast orange market, which makes milk and orange juice early morning comrades on America's door-step, also opens up a new and big market for trucks.

One of the biggest problems confronting this infant industry is economical delivery to the consumer. To be successful the cost to the housewife of juice or parted fruit must be the same as, or less than, the cost of oranges or peaches, which she herself would have to squeeze or pare. Trucks are solving this problem, and as the industry grows they will play an increasingly larger part not only in retail but wholesale distribution. In wholesale delivery trucks will be needed both for shipments from central warehouses and direct from the freezing plants at the orchards.

The milk man with his established routes is looked to as the logical retail distributor, although several independent companies, and there will be more, are also in the distributing field. As frozen fruit represents more pounds of produce for dairies to handle, so does the dairyman's transportation requirements increase. Larger deliveries mean larger trucks or

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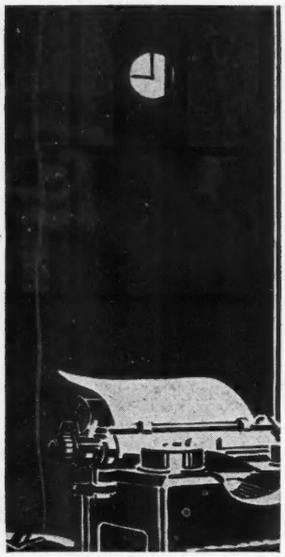
By MARTIN J. KOITZSCH



AFTER HOURS

A Homicide Case Every time we hear a truck user declaim in meeting that his trucks have no advertising value, or if they have he's been unable to find it with the aid of the naked eye, we struggle so long with a homicidal urge that we never get a chance to ask him pointblank what efforts he made to determine whether trucks did or did not possess advertising value. Probably we're just as well off, because if we did put the question it would be answered so evasively that we would not be able to resist the temptation of plunging our fountain pen into his unreasonable heart.

It has been our observation over a considerable period of time that both those who tout and those who deny the truck's value as an advertising medium base their opinions on assumption. In the absence of results traceable to the truck, the deniers vote a vehement nay; in the presence of results for which they assume the truck was responsible the touters yodel yea. But so long as neither disputant puts the truck to a definite advertising value test just so long will there be a lack of tangible facts that put the case above argument.

A Newark department store decided to make truck deliveries into remote north Jersey territory. In a short time it had to give the territory more trucks, and found a huge increase in business over that previously handled by mail and parcel post. The executives of the store credited the truck with being the medium that brought the store to the attention of old and new customers and attracted their business. Purely an assumption—logical, of course—but not entirely convincing even to us, who are prejudiced in the truck's favor.

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The Hose Test Such reasons as the above are merely bones for contention; we'd like to see some bones with meat on them. Why, for instance, doesn't some department store in any one of the large metropolitan areas try to determine the pulling power of its trucks in a way calculated to produce tangible results? To a department store manager tangible results would mean sales. In which case the thing to be sold would have to be advertised on the truck. Let us say the store selects a special sale of chiffon hosiery for the test. Smart posters are prepared and placed on the sides of trucks. The posters would probably display a gracefully contoured feminine limb (leg, to us, implies a lack of graceful contour) and the terse message: "Chiffon Hosiery Special . . . 63 cents . . . Wednesday, June 24 . . . Phone & Mail Orders Received Now." The special of course would be advertised nowhere else but on the trucks. The results, we warrant, would inform the management whether the truck was or was not an advertising medium, and if it was, whether its value should be rated excellent, good, fair or nil.

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Fags and Gum Will you tell us how else tangible evidence can be procured? We're listening, and we hope no one points to the poster ads on Railway Express Agency trucks and says: "There's proof that trucks are good advertising media; if they weren't, national advertisers like Wrigley and Chesterfield wouldn't spend money on them." Because if anyone should use that argument we would have to argue right back at him that Wrigley and Chesterfield merely assume trucks are good advertising media; that they have no proof with which to batter in the hardest heads among us. Wrigley and Chesterfield assume that if their messages measure up to certain standards of readability and attractiveness, and that if they put the messages where people will see them, results will follow even though you may not be able to trace them directly. It happens, of course, that advertising experience justifies this assumption.

We admit that, granting the accuracy of this assumption, it is difficult to understand why experienced advertisers such as department and specialty stores should have the slightest doubt of the truck's advertising value. And more incomprehensible still is why they don't try to banish the doubt with facts, since the means of procuring the facts are at hand!

All of which emphasizes the importance of the point we wish to make: that there's no sense in trying to stuff throats with unconvincing intangibles when it is possible to dig up indisputable tangibles.

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Beauty, Not Beast This idea of ours that trucks should be utilized as mobile billboards may seem like heresy to some truck manufacturers, sellers and users who have been building up the appearance value of motor trucks. Our defense is that we have and will continue to preach the gospel of beauty in trucks, and that we do not suggest that trucks be promiscuously plastered with posters. We believe that the moment another factor—such as a panel to accommodate advertising posters—confronts the body designer he will not give it isolated treatment; he will make it an harmonious part of an attractive ensemble effect. If the poster panel is given such consideration we do not anticipate a detrimental alteration in appearances. If this possibility taxes the imagination of any reader we will be glad to have competent artists present the proof in a future issue. (We hope you ask us because it will give us the excuse we need to set the artists to work.)—G. T. H.

The New Chevrolet Sedan Delivery, $575

Over 400 prominent fleet operators use Chevrolet Six equipment

MORE and more of the leading business firms of America are turning to the Chevrolet dealer for their fleet equipment. And with a remarkably complete line of commercial cars and trucks, Chevrolet is enabling its dealers to meet every demand for economical haulage. The names of a few of the prominent fleet operators who use the Chevrolet Six are given here. They indicate the type and caliber of business that nowadays is coming to the Chevrolet dealer.

ALLIED MILLS INCORPORATED
AMERADA PETROLEUM CORPORATION
AMERICAN GAS & ELECTRIC COMPANY
AMERICAN WATER WORKS & ELECTRIC COMPANY, INC.
ANHEUSER-BUSCH INCORPORATED
ARMOUR AND COMPANY
ARMSTRONG CORK COMPANY
ASSOCIATED TELEPHONE UTILITIES CO.
THE BORDEN COMPANY
BYLLESBY ENGINEERING & MANAGEMENT CORPORATION
THE CELOTEX COMPANY
THE CITIES SERVICE ORGANIZATION
COLGATE-PALMOLIVE-PEET COMPANY
THE COMMONWEALTH & SOUTHERN CORPORATION
CRANE COMPANY
DELAVAL SEPARATOR COMPANY
GENERAL OUTDOOR ADVERTISING COMPANY, INCORPORATED
GENERAL ELECTRIC COMPANY
THE GOODYEAR TIRE & RUBBER COMPANY, INC.
KELLY-SPRINGFIELD TIRE COMPANY
P. LORILLARD COMPANY, INCORPORATED
MIDDLE WEST UTILITIES SYSTEM
MISSOURI STATE HIGHWAY DEPARTMENT
PILLSBURY FLOUR MILLS COMPANY
PORTLAND CEMENT ASSOCIATION
THE PURE OIL COMPANY
SHELL PETROLEUM CORPORATION
SINCLAIR REFINING COMPANY
SKELLY OIL COMPANY
STANDARD BRANDS INCORPORATED
STANDARD OIL COMPANY OF CALIFORNIA
STANDARD OIL COMPANY OF INDIANA
STANDARD OIL CO. OF NEBRASKA
STANDARD OIL CO. OF NEW YORK
STONE & WEBSTER ENGINEERING CORPORATION
SUN OIL COMPANY
SWIFT & COMPANY
UNITED BISCUIT CO. OF AMERICA
UNITED LIGHT & POWER COMPANY
UNITED STATES RUBBER COMPANY
UNITED STATES TOBACCO COMPANY
WESTERN ELECTRIC COMPANY, INC.
WESTINGHOUSE ELECTRIC & MFG. CO.
WILSON & CO., INC.
THE YOUNGSTOWN SHEET & TUBE CO.

Chevrolet passenger car prices range from $475 to $650. Chevrolet truck chassis are priced from $355 to $590. All prices f. o. b. Flint, Michigan. Special equipment extra. Product of General Motors. Low delivered prices and easy terms. Chevrolet Motor Company, Detroit, Michigan.

NEW CHEVROLET SIX

The Great American Value

FARMERS HAVE ONLY 600,000 THE POTENTIAL FARM

This Astounding Market, Nearly Equivalent to the Entire U. S. Registration in 1929, Represents One Motor Truck for Every Two Farms

An Analysis
By BRYCE EDWARDS
Agricultural Economist

THE potential farm market for trucks is about 50 per cent of the number of farms, or approximately 3,186,000 trucks, in my opinion, after much first-hand investigation and a careful study of all available research on the question. This figure is nearly equal to the entire motor truck registration of 3,379,850 in the United States in 1929.

It is idle to advance new ideas without giving the basis of deduction. This is such a startling figure that it is well to remind you that it has no roots in propaganda because the writer has no financial interest in the sale or use of trucks. Neither would the advancement of such a figure for sensational effect be profitable, for no one is injured more by a mistake than an economist.

The estimates and predictions made here in many cases are based upon sample studies, and fragmentary and piecemeal research.

On the 6,372,000 farms (1925 census) in the United States the number of trucks in use in 1929 was estimated at 767,200 by the *Farm Journal* after an extensive survey. Goodyear predicted such a number in a research study made a decade ago. Census and other official studies indicate that these figures are too optimistic. The actual number of trucks on farms in 1930 is indicated at around 600,000 by preliminary census figures, or about one truck for every 10 farms.

● As New York Goes ●

A research study recently conducted by the Cornell Experiment Station found in a sample study that 57.4 per cent of 446 representative farmers of New York State owned trucks in 1927.

Preliminary 1930 census figures and special studies show that the 160,120 farms in New York State own 80,000 trucks.

It is interesting to speculate why only 10 per cent of the farmers of the country as a whole own trucks, whereas about 50 per cent of the farmers of New York State own them. Of the several explanations for this disparity the foremost is roads. New York State has had a good system of roads for many years. Her road program was ahead of the motor industry, and for the most part, remains ahead of it. In most of the States there was no real improvement of rural roads except near large cities until the past decade. And most of these States still have a long, long way to go to equal the New York State road system.

Farmers in New York State have more and greater local markets for their products which favors a high percentage of trucks.

Counteracting these reasons for high truck-ownership is the fact that trucking service is available almost everywhere in New York State, either in the form of carrier-truckmen or buyer-truckmen, and few farmers use trucks for hauls greater than 10 miles.

Many market-gardeners use heavy-duty trucks in hauling to Farmers' Market in Brooklyn

THE POTENTIAL FARM HARVEST IS 3,186,000

They do not, as a group, practice long-distance truck transportation. Another negative reason is that rail service is of the best, and boats serve a large portion of the State.

The main farm pursuits in this State are dairying, the production of hay, fruits and vegetables, and general farming. The large numbers producing perishables take as readily to truck transportation as a robin does to worms. But it is important to note that the great majority of trucks in New York State are used within the fences of the farms and to and from the local trading point, and not for hauling to consuming markets.

A study made of the operations of 97 truck-owning farmers showed that only five per cent of them operated trucks at a greater distance than 10 miles from the farm.

Of 324 fruit and vegetable growers interviewed in the State, 75 per cent owned trucks, but in a majority of cases they were used for farm use only as distinct from long-distance hauling to market.

It is seen that the predominant use of trucks in New York State is for production purposes, so called. There is no demonstrated reason why a grain, cotton or general farmer in Missouri, Texas or Montana would not have as great or greater use for trucks in production as farmers of New York State. In fact the larger farms, the longer distances to local markets, and the general absence of trucking service have been shown in three separate studies to make for greater ownership of trucks and more economical use of them.

● Learning How ●

PEOPLE must learn to use trucks after roads are built, and that takes several years as a rule. They must be sold on the truck idea and learn to adjust their business to truck usage. Studies made in southern Illinois indicate that this often takes a number of years in rural sections. But it appears that farmers in the country as a whole, with the exception of the one-crop cotton sections, will eventually use trucks about as freely as the farmers of New York State, judging by recent trends. Growth is indicated by the fact that only two per cent of the farmers of the United States owned trucks in 1920 as shown by the census of 1920, while recent sample studies show that about 10 per cent of all the farmers now own trucks.

For the State of Minnesota as a whole only 9.7 per cent of the farms had trucks in 1929. But in counties immediately around Minneapolis and St. Paul the percentage of farmers owning trucks was 25, 28 and 24 per cent. Whereas some of the remote counties had only 2, 3 and 4 per cent farm ownership of trucks, and one county in the north had none. Trucks are much more numerous in Minnesota near large cities. This probably reflects greater progressiveness coupled with better roads and a larger percentage of farms engaged in milk and fresh produce lines for local markets.

Count of Trucks Used on Farms by States

State	Trucks	State	Trucks
Alabama	13,500	N.J.-Del.-Md.	25,100
Arizona	2,700	New Mexico.	3,600
Arkansas	8,400	New York..	43,500
California	35,000	N. Carolina.	25,100
Colorado	9,600	N. Dakota..	10,300
Florida	14,500	Ohio	42,500
Georgia	14,500	Oklahoma .	17,500
Idaho	15,400	Oregon	8,500
Illinois	34,000	Pennsylvania	42,000
Indiana	26,600	S. Carolina..	8,300
Iowa	28,400	S. Dakota...	10,500
Kansas	22,800	Tennessee ..	9,100
Kentucky	11,300	Utah	4,000
Louisiana	10,200	Texas	42,600
Michigan	21,600	Virginia	24,000
Minnesota	28,500	Washington .	15,000
Mississippi	15,500	W. Virginia	7,500
Missouri	23,900	Wisconsin ..	2,800
Montana	8,500		
Nebraska	20,000		
Nevada	1,000		
New England	36,000	U. S.	767,200

While Mr. Edwards considers these estimates by the Farm Journal too optimistic, they are presented to show how farm trucks are proportioned among states. In the breakdown, six New England states are grouped as one unit, and New Jersey, Delaware and Maryland as another.

Minnesotans were slow to become converted to the use of the truck but the movement has been progressively gaining momentum. Of the Minnesota farmers interviewed only two per cent of those who owned trucks bought their first truck prior to 1916. In the five-year period from 1916 to 1920, 14 per cent of the truck owners bought their first truck. In the five-year period from 1921 to 1925, 42 per cent made their initial purchase of a truck, while in the three and one-quarter year period to March 1, 1929, the remainder made their first purchase.

This is a numerical picture showing that about as many farmers made their initial purchase of a truck in the last four years of this period as all purchases combined before that period.

Representatives of the Minnesota Experiment Station asked 363 farmers not owning trucks if they intended to buy and own a truck by 1934. Of those answering definitely 96 said they did not expect to own a truck in 1934 and 110 hoped to own one then. In other words 54 per cent of the non-owners answering expected to be owners of trucks in 1934. This is interesting in that it about equals the percentage of truck owners in New York State today.

In Louisiana motor trucks have completely replaced work stock in hauling rough rice from farms to mills and warehouses. Few farmers have home warehouses so that the rice must be hauled away as soon as possible. The savings in outlay by using mules are inconsequential when measured against the advantages in using trucks. The problem of the individual farmer is whether to buy a truck or hire someone else to do his hauling. This problem extends to the alternative of using a truck in place of an automobile in the farm business. Some farmers are using the truck for all farm and family purposes.

These rice farm trucks are used for hauling supplies to the farm such as feed, seed and fertilizers, and hauling other crops to the shipping point, and delivering livestock. Other divers uses are made of the farm truck to add to the family income. But hauling rice is the primary job.

Only 23 per cent of the rice farms of 100 acres or less possessed trucks, whereas 82 per cent of rice farms over 300 acres had trucks. Contract hauling of rice for other farmers was essential to successful operation by many farmers. The rate per bag varied from 5 to 16 cents according to the length of haul and the road.

● Makes Used ●

IN Minnesota in 1927 five makes accounted for 93 per cent of all trucks on farms, namely: Ford, Chevrolet, Dodge, International and Graham. Ford accounted for two-thirds of these trucks. No report was had of the number built on passenger cars.

In the Cornell study the proportion of makes again gave Ford over half. The percentages of makes of trucks on farms in New York was shown to be: Ford 56.8, Chevrolet 14.5, Reo 7.2, Graham 5.2 and others 16.3.

In the rice fields of Louisiana 80 per cent of the farm trucks were one-ton Fords; 11 per cent, 1½-ton Fords and 9 per cent, 1½-ton Chevrolets.

In an analysis of the farm market for motor trucks many farmers in all sections of the country were asked what size truck they preferred. The answers were as follows:

Size of Trucks Preferred on Farms

Tonnage	Under 100 acres	101-160 acres	161-240 acres	Over 240 acres
Under 1	4%	3%	2%	1%
1	41%	31%	28%	28%
1½	23%	30%	31%	28%
2	26%	29%	32%	33%
Over 2	6%	7%	7%	10%

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THE TRUCK INDUSTRY—FIGURATIVELY SPEAKING

A THIRTY per cent drop in March from the 1930 level was a big factor in bringing truck registrations for the first quarter of 1931 26 per cent below the 1930 total. Sales in the first quarter totaled 76,593, against 104,305 for 1930. These figures, however, are only approximate, because 1931 figures are still incomplete due to Georgia's revision of its registration system and failure of Oklahoma to make March returns. April returns show considerable improvement, with only a 21 per cent gap between 1931 and 1930 totals, 46 states reporting 35,311 and 44,967 respectively.

First-quarter estimates for production and foreign sales reveal slumps of approximately 20 and 31 per cent respectively, below 1930 marks for the same period. Estimates for April and May, however, are gratifying, the differences between the same months last year only being 18 per cent under for production and 17 per cent under for foreign sales.

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1931	223	152	7,436	167	1,173	23	30	109	11,051	443	1,306	28	225	16	27	3	13	267	32	15	62	84	297	214	157	23,965*
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February.....1931	176	107	7,254	134	1,124	31	36	97	10,678	387	1,344	34	183	12	20	4	28	260	29	11	47	85	267	202	182	23,028*
February.....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	119	147	9,022	142	1,335	15	28	119	14,210	448	1,836	35	285	17	28	9	18	306	29	10	57	119	359	202	278	29,600†
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
Total 3 Mos...1931	518	406	23,712	443	3,632	69	94	325	35,939	1,278	4,486	97	693	45	75	16	59	833	90	36	166	288	923	618	617	76,593†
Total 3 Mos...1930	490	868	32,097	713	4,472	132	495	559	46,792	22,15	6,127	142	1,095	136	109	8	103	1,945	219	68	325	517	297	1,140	1,430	104,305

*Georgia figures not included in totals.
†Georgia and April Oklahoma figures not included.

New Truck Registrations for 35 States in April, 1931

APRIL	1931	1930
Alabama	440	530
Arizona	107	163
Arkansas	315	431
California	2,137	2,872
Connecticut	694	800
Delaware	133	145
Dist. of Columbia	253	136
Florida	428	392
Georgia	480	446
Idaho	161	230
Illinois	1,773	2,148
Indiana	1,229	1,045
Maryland	563	790
Massachusetts	1,709	1,849
Minnesota	1,060	1,659
Missouri	1,174	1,773
Montana	210	221
Nebraska	545	675
Nevada	84	41
New Hampshire	336	381
North Carolina	622	612
North Dakota	254	373
Ohio	1,847	2,611
Oklahoma	350	716
Oregon	366	525
Pennsylvania	2,464	3,201
Rhode Island	219	261
South Carolina	365	330
South Dakota	198	253
Utah	201	271
Vermont	223	263
Virginia	618	952
Washington	477	723
West Virginia	444	586
Wisconsin	945	1,723
Total—35 States	23,424	30,127

	Truck Production (†) 1931	Truck Production (†) 1930	Foreign Truck Sales (‡) 1931	Foreign Truck Sales (‡) 1930
January	35,478	38,557	11,008	20,282
February	41,862	51,087	10,891	14,015
March	47,606	66,555	14,666*	19,142
April	55,725*	71,238	18,500*	22,721
May	50,000*	58,496	18,200*	21,733
June	.....	48,458	.....	15,412
July	.....	42,099	.....	12,611
August	.....	41,209	.....	13,268
September	.....	44,301	.....	13,321
October	.....	39,678	.....	10,868
November	.....	34,667	.....	12,065
December	.....	32,930	.....	11,264
Totals	230,671*	569,275	73,265*	186,702

*Estimate.
†United States and Canada.
‡Comprise Exports, Foreign Assemblies and Canadian Production.

WHAT'S THE MAGIC

By
GEORGE T. HOOK

WAND FOR RATING TRUCKS?

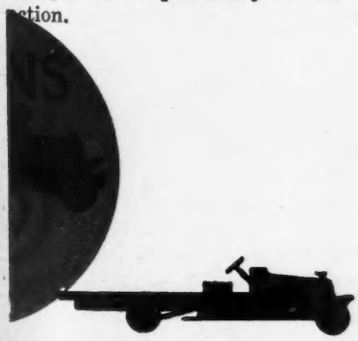
Factory Engineers and Sales Executives Give Their Opinions, Some Declaring a Standardized Method Can Be Worked Out and Suggesting Possible Standards, While Others Say Standardization is Impossible

THE articles previously published on the subject of motor truck ratings (see February and May issues) discussed in some detail the troublesome aspects of the current practice among truck manufacturers to rate the tonnage capacities of their trucks as they please—the rating yardsticks being almost as numerous as manufacturers.

The fact that the original article provoked considerable comment against the diversity of rating methods made it quite clear that the next step was to find what, if anything, could be done about this disturbing condition. We did what we thought was the logical thing; we sent a letter to every chief engineer and sales manager in the truck industry, asking them for their candid answers to the following questions:

1. If the industry should have a standardized method of rating trucks, how can standardization best be accomplished? 2. If standardization is an impossibility, why is it an impossibility?

That the tonnage rating matter is a problem of extreme importance is evidenced by the nature of the replies received up until the time of going to press. The replies, stripped to essentials, are published herewith. Others will be published as they are received. When a sufficient number of opinions have been recorded there may appear a basis for some sort of action. Or perhaps the evidence may be against the possibility of remedial action.



Additional proof of the demoralizing effect of manufacturers' rate-as-you-please methods is to be found in the letters sent in by those engaged in selling trucks—branch managers, distributors, dealers and salesmen. The tenor of their correspondence is that "something should be done" and that the manufacturers are the ones to do it.

Here are the replies to the questions cited above:

W. J. BAUMGARTNER,
Chief Engineer,
Relay Motors Corp.

We have always believed that if honest tonnage ratings were adopted, it would be better for the trade. We have never rated our trucks over the combined rating of the axles and have tried to proportion the rest of the units to match up with the axle capacity.

In the future we are going to rate our trucks according to tire size.

It is desirable for the industry to have a standardized method of arriving at truck ratings.

How can standardization best be accomplished? We believe that the gross load should be predicated on either axle or tire ratings whichever is the smallest and a minimum tractive factor should be adopted for each truck size at a speed of 30 miles per hour.

C. C. BOWMAN,
Sales Manager,
Standard Motor Truck Co.

In our opinion, if would be desirable to have a standardized method of arriving at truck ratings. We believe this standardization could be accomplished by working on a horsepower and chassis weight somewhat similar to what the United States government does on their specifications. At the present time there is objection to using the weight of the truck in determining the size of a chassis, but a few definite facts and specifications would give the manufacturer something to work to.

MERLE C. HORINE,
Manager, Sales Promotion Dept.,
Mack-International Motor Truck Corp.

Before leaving on an extended absence Mr. Masury, chief engineer, asked me to reply to your letter of May 8th on the subject of tonnage ratings. In so doing, please understand that I am expressing my personal opinion and that, so far as I know, the Mack Company has not formulated any definite policy with respect to standardized rating practice in the industry.

Mack practice in the past has been to rate chassis very conservatively and then to carefully analyze each installation, recommending a correct chassis for the load to be carried. This, of

WHAT'S THE MAGIC WAND FOR RATING TRUCKS?

course, results in practically all cases in the actual load carried being considerably in excess of the nominal rating of the chassis. Now for my own views:

I read your article "Are Tonnage Ratings Drawn From Hats?" in the February COMMERCIAL CAR JOURNAL, and very frankly speaking I was not much impressed. It seems to me that right in that article the whole matter is so covered as to dismiss the question of standardized tonnage ratings from consideration. Body and payload ratings are quite another matter, however, for since the body and body equipment weight constitutes the major variable which precludes hard and fast tonnage ratings, lumping this with the payload capacity brings us to a rating which is at least conceivable.

Granted, then, that such a standardized rating might be desirable, the next question is how are particular chassis to be rated and by what means can the ratings of different manufacturers be rationalized so as to be comparable? Repeated attempts have been made to formulate such ratings, based on such things as section moduli of critical load-bearing members, such as the axles directly below the spring perches, the frame at the mid-point of the wheelbase, the wheel bearing loads, etc.; but in every case the project has been abandoned. Variations in material, heat-treatment and disposition of metal in the design and the effect of variations in the tare weight of the vehicle and the dynamic stresses imposed by reason of the characteristics of power application, spring suspension and tire equipment, all combined to upset the assumptions upon which the proposed ratings were based. Furthermore, it is by no means safe to assume that the strengths at any arbitrary points in the design will necessarily be critical or typical of other vital parts.

Owing to the tremendous variability of shock loads to which motor trucks are subjected in their kaleidoscopic commercial applications, there is much in their design that cannot be determined in advance even by the designing engineer, but must be found by prolonged observation and test in actual service. Obviously therefore no formula, however complicated and involved, can hope to serve as a useful or safe rule-of-thumb yardstick of truck capacity.

While undoubtedly, particularly in the past two years, there has been a great deal of over-rating of chassis on the part of some builders, while others for many years have consistently and persistently under-rated their products, the situation is not nearly so alarming as it might seem to the casual observer. Load rating is largely a matter of sales policy. Going to harmful extremes in either direction carries with it its own punishment in the reaction upon sales and service. Users are so prone to disregard manufacturers' ratings anyhow that it matters little how our catalogs rate our models.

Pneumatic tires have unquestionably proven the most potent restraining influence on overloading and overrating alike with which the truck industry has so far been blessed. This is so well understood by truck users today that regardless of how the manufacturer may rate his product the user will load it up to the limit of its tires. In the severer services, furthermore, he usually insists upon the largest pneumatics which the model will accommodate with reasonable center-spacing, spring clearance and due regard for legal restrictions on overall width. Therefore, when a manufacturer permits the application, or even renders the application possible, of a given maximum size of tire, he definitely sets the gross load rating of the chassis. It then becomes his responsibility both to his customers and his stockholders to see that the chassis actually has the structural strength and performance ability to stand up under the maximum load for which such tires are built.

One knotty problem remains. That is load distribution: So long as conventional chassis are so built that considerably more than two-thirds of the weight falls on the rear tires, body and load capacity must be determined upon the gross weight distribution and not by simply totaling the capacities of all tires as is so frequently done today. Here is the way in which it works:

Assuming that rear tires are dual, the same size as the front tires and that more than two-thirds of the gross weight falls on the rear tires, it will be obvious that if the truck is loaded up until just the maximum capacity of the rear tires is reached, the front tires will be somewhat underloaded. Therefore, we are not concerned with the load on the front tires, but only with that on the rear tires.

To find the maximum body and payload weight which can be carried on the truck without overloading the tires, therefore, it is necessary to know just three things:

1. The tare weight (chassis and chassis equipment) on the rear tires.
2. The rated capacity of the rear tires only.
3. The percentage of body and payload weight which falls on the rear tires.

Subtracting 1 from 2, then, leaves the rear tire capacity for body and payload. No. 3 shows what per cent of the maximum permissible body and payload this represents, so that dividing by this percentage and moving the decimal two places to the right solves the problem.

Doubtless, despite this, some truck builders will continue to apply tires of a size permitting loads to be imposed which overtax the chassis capacity and no formula in the world can stop them.

L. C. KLESNER,
Sales Manager,
Acme Motor Truck Co.

The writer frankly agrees that the present situation is misleading and unsatisfactory, as it offers no basis of actual comparison between merchandise of different makes.

It is, however, the writer's opinion that any attempt to standardize tonnage ratings must necessarily result in failure, first because the manufacturers of the different units entering into the complete vehicle have their own various opinions as to the capacity of the units they make and their own methods of figuring such capacities. As we see it, there is no way you could prohibit a manufacturer from placing a rating on a unit he manufactured higher than others might consider would be warranted, and there is no one who can definitely say that his own method of figuring the capacity of an individual unit is correct and those who differ with him are wrong.

In the writer's opinion the straight rating plan has just as many faults as the rating plan which has previously been in effect universally, as it actually penalizes the manufacturer who builds a substantial truck using large capacity units, since it results in increasing the weight of the completed chassis and consequently cutting down tire capacity and payload capacity. There is no question but a sensible solution of this rating problem would be received with open arms by the majority of all truck manufacturers, but the writer is frank to admit that he has no constructive ideas on the subject.

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For the Boys in the Back Room and the Men Who Work in Glass Cages

MAINTENANCE CHATTER

Ford

● Brake lining should be ground after assembling to shoes of Ford A or AA vehicles. The side of the lining which carries the Ford trademark should be placed next to the shoe when riveting linings.

□ A single bar front bumper has been adopted as special equipment for trucks, replacing the former two-bar front bumper.

□ The truck gear shift lever cap is screwed to the gear housing instead of being fastened with a pin. The pin type cap will, of course, be available as repairs.

□ Brake drums on A and AA trucks must not be turned down in a lathe, according to the factory. Braking surfaces of Ford drums are rolled and this surface must not be removed by machining.

□ A new special alloy cast exhaust valve is now available for Ford A engines. The regular valve is used for intake. The new valves can be distinguished by letter "E" stamped on top of the valve head alongside the script word Ford.

□ Dual spacing of dual wheels on the AA truck has been increased ¼ in. by increasing the offset between the center line of the disk wheel and the mounting flange.

The former dual spacing from center to center line of tires was 7¼ to 7½ in. and with the new wheels the distance measures between 7½ in. and 7¾ in.

□ A new frame with parallel sides in the rear section instead of side rails which run at an angle all the way to the rear has been released in production in the 157-in. wheelbase AA chassis. The new frame has parallel side members from a point just to the rear of the cab to the end of the frame.

With the new straight side frames, the spring seats must be assembled with the locking bolt side of the spring pin boss toward the wheel. This is just the opposite of the mounting with the tapered frames.

Chevrolet

● Two changes have recently been made in closed cabs of Chevrolet trucks. External type rear view mirrors attaching to upper hinges of the left front pillar are now standard equipment, and body mounting bolts have been changed to provide a more flexible mounting of the cab. These allow a certain amount of relative motion between body sills and frame and thus minimize the chance of frame deflection cracking cowl or body panels.

The change in the bolts consists of the addition in one case of a compression spring under the nut end, inside the frame side rail, and in the other case a compression spring above the body sill under the bolt head, and a steel-encased rubber block between the body sill and the upper frame flange.

□ Steering knuckle arms used on Chevrolet trucks look like those on passenger cars but there is a difference. The arm to which the tie-rod is attached is offset 3/16 in. more on the passenger car arm than on the truck arm.

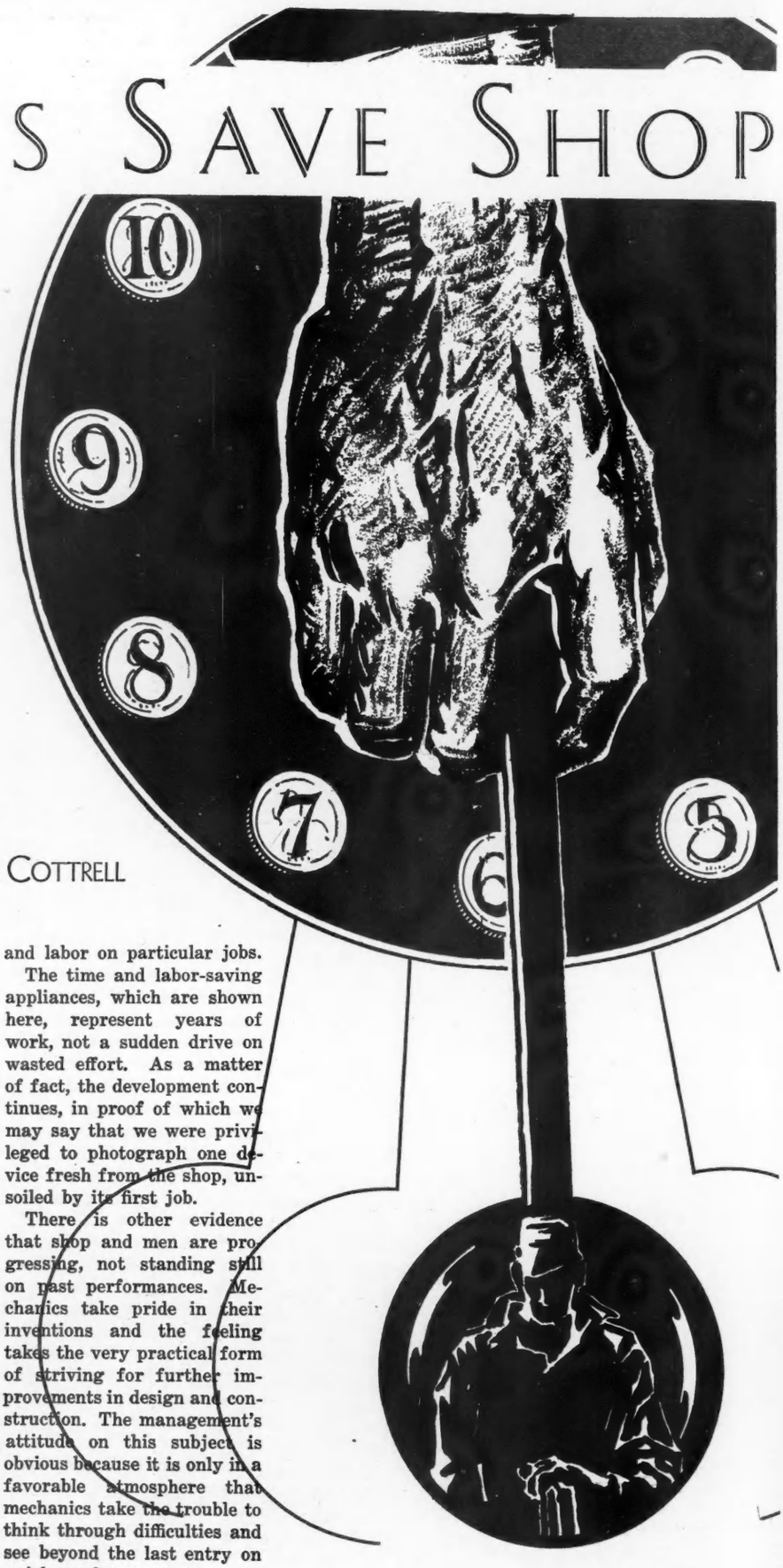
This difference cannot be detected by casual inspection and the truck arm, therefore, is marked with a raised letter T, ½ in. high. Either arm will fit on either passenger cars or trucks, but difficult steering will result if they are interchanged.

□ The Chevrolet factory recommends use of a special high temperature grease for clutch pilot bearings, which will not melt from engine heat. Grease suitable for the purpose is supplied in 1-lb. cans, listed under part number 836470.

G.M.T.

● Use of clutch facings having 3/16 in. thickness instead of 5/32 in. as formerly used in General Motors Truck Models T-11, T-15, T-17 and T-19 is advised by the company. When these thicker facings are installed, inner ends of fulcrum levers are moved away from clutch release bearing. This may require readjustment of clutch control to obtain proper disengagement of clutch and eliminate possibility of interference between clutch spring cups and release bearing oiler. With proper adjustment distance of pedal travel from contact of release bearing with fulcrum levers to pedal depressed as far as possible, should be between 2½ and 2¾ in.

KINKS SAVE SHOP



16 Kinks from the Philadelphia Shop of American Stores Co.

1 and 2. Steering gear bracket
3. Brake pin puller
4. Bearing retainer tool
5. Transmission stand
6. Bearing retainer wrench
7. Workbench
8. Flywheel hook
9. Generator shaft pusher
10. White wheel puller
11. Solder pot
12. Grinder
13. Armature bearing puller
14. Cylinder machine
15. Ford spring spreaders
16. Milling manifolds

By JAMES W. COTTRELL

THE maintenance shop of the American Stores Co., in Philadelphia, is able to meet the demands made upon it by a large fleet operating over an area of several hundred square miles because the management, shop force and equipment form a unit devoted to that end. Of the corps of earnest, faithful workers many have 10 or 15, or more, years to their credit. The shop is filled with tools and equipment. The management inspires teamwork and fosters individual initiative at all times.

Development of the many time and money-saving devices used in the shop, a number of which are shown in the accompanying illustrations, was no accident. On the contrary, the inventions are the result of the management's policy of encouraging men to design special tools and various shops to reduce time and labor on particular jobs.

The time and labor-saving appliances, which are shown here, represent years of work, not a sudden drive on wasted effort. As a matter of fact, the development continues, in proof of which we may say that we were privileged to photograph one device fresh from the shop, unsoiled by its first job.

There is other evidence that shop and men are progressing, not standing still on past performances. Mechanics take pride in their inventions and the feeling takes the very practical form of striving for further improvements in design and construction. The management's attitude on this subject is obvious because it is only in a favorable atmosphere that mechanics take the trouble to think through difficulties and see beyond the last entry on a job card.

TIME, LABOR, MONEY

Figs. 1, 2. Steering gear bracket

Saves one-quarter of time required for job, prevents accidents and releases bench vise for work upon assembly parts

Any mechanic who has "wrassled" with a steering gear on a bench will appreciate the value of this simple bracket and socket. They hold the gear firmly and in favorable position for work. If work is interrupted the bracket and gear are removed and put aside.

The bracket is a piece of bar stock bent at an angle with holes bored to match the steering gear housing holes. The socket is made of angle iron with two spacers and an outside plate bolted together.

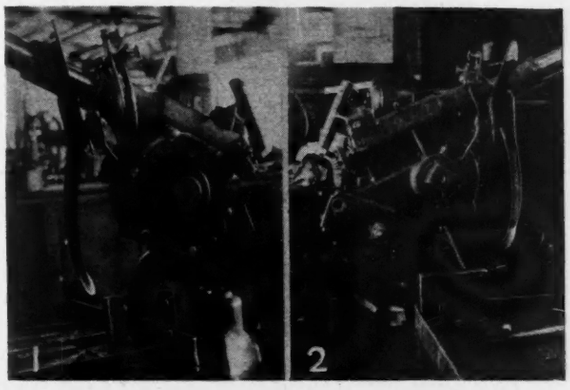


Fig. 3. Brake pin puller

Saves 3 hr. on each brake job and may be used also for spring bolts, etc.

Although this puller was made to pull brake pins on BJ Mack trucks it is suitable for pulling all sorts of threaded bolts. On the Mack brake there is no place behind brake pin from which it can be driven out. If the pin is rusty you're stuck—one was and that is why the puller was made.

The puller was built from an old ratchet type screw jack with a steering column thrust bearing. The smaller threaded section is screwed into the large screw and fastened with a locknut. It may be removed and replaced by another of different size or thread. The sleeve is a piece of steel tubing.

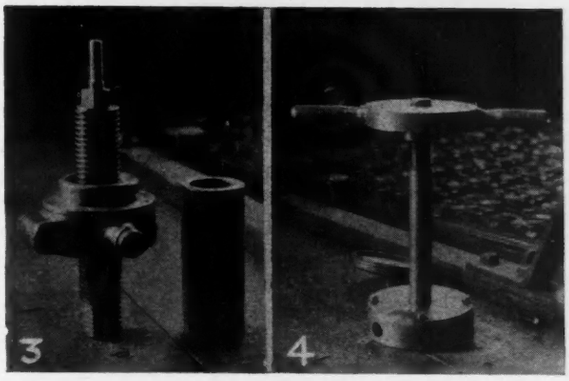


Fig. 4. Bearing retainer tool

Cuts time of removing and replacing front wheel bearing retainer in half

This tool takes the place of the hammer, drift and perseverance formerly used on front wheel jobs on White 45, 45A, and 52 trucks.

Fig. 5. Transmission stand

Cuts time of removing and replacing Mack AC transmission and jackshaft assemblies by 3 hr.

Raising and lowering this assembly by odd jacks and blocking take a lot of time and effort. Ever present is the danger of the whole works taking a tumble, with dire consequences for anyone in the way.

The frame is of angle iron with a V-shaped steel plate on top. Lifting is done by three shop-made screw jacks which have removable screw assemblies. A quick-detachable clamp holds the assembly in lowered position while it is being moved on floor. Three large casters carry weight.

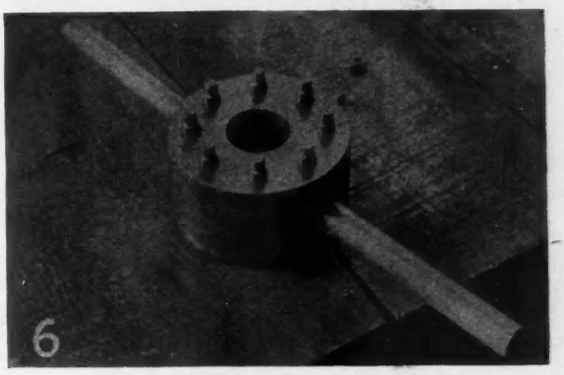


Fig. 6. Bearing retainer wrench

Saves one-half the time involved in removing jackshaft bearings and eliminates battering of the defenseless retainer

The wrench fits the retainers with eight holes as well as those with slots. The wrench is fastened in place of the sprocket by the sprocket nut and it pulls retainer, shaft and bearing all at once. Eight pins are made of drill rod.

KINKS SAVE SHOP

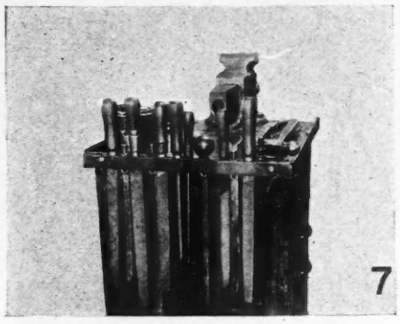


Fig. 7. Workbench

Reduces walking and reaching for tools and takes up less space

A complete work station for a mechanic is provided by the stationary workbench illustrated. Files and wrenches are placed in holders on the edge of the top plate, three drawers on the side accommodate other tools, the vise is bolted to a steel plate which forms the top of the bench.

These benches are placed about the shop floor in carefully chosen positions. They are stationary because the location of chassis under repair and of different departments of the shop is practically fixed.

A single I-beam cemented in the floor supports the bench, a steel plate forms the top, the edges of which are reinforced by a light angle iron.

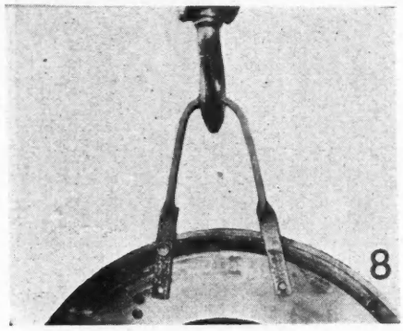


Fig. 8. Flywheel hook

Labor of one man is saved on removing and replacing flywheels on engines in the overhaul shop

This hook, made of a piece of light bar stock with a twist in each end, is used with a portable floor crane for removing and replacing flywheels. One man does the job with ease and there is no danger of dropping the part.

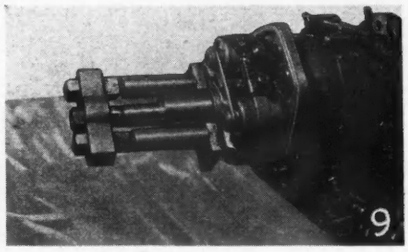


Fig. 9. Generator shaft pusher

Shears taper pin and removes Bosch generator extension coupling shaft without damaging generator end frame

Generators are driven by extension shafts which must be removed for overhauling the generator or getting at the armature bearing. Prying or driving the shaft with wedges is out of the question because there is little space between shaft and frame and the frame will not stand the unusual strain.

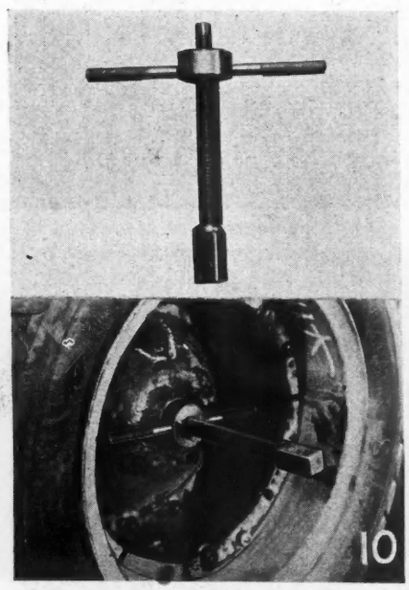
This pusher has two side members with "feet" which bear against the frame. The cross-piece of the pusher fits over the end of the generator shaft and is fastened with a nut. When nuts on the side members are turned the feet are forced against the frame and push the shaft outward, shearing the taper pin.

Fig. 10. Wheel puller for White trucks

Saves 2 to 3 hr. on removing rear wheels on White Models 45, 45A, 52 and 55

This simply constructed puller reduces removing of rear wheels on these trucks to a routine operation instead of one filled with grief. It is made of a threaded plug, with two handles, which fits the threads in the wheel provided for the ball retaining cap. The other part is a heavy threaded screw with square head and with the other end machined to fit the ball inside the wheel. This part was made of an old rear axle drive shaft.

To pull a wheel the ball retaining cap is removed, the puller screwed in its place and pressure applied by turning the screw. Without the puller the job may last several hours; with it the wheel can be removed in a few minutes.



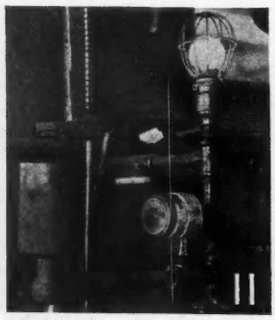


Fig. 11, at left. Solder pot

Heats a small quantity of solder for speedometer and recorder cables

This melting pot is heated by electricity taken from the shop lines. The inside of the cup is shaped so that the cable ends may be dipped directly into the molten solder. The cup is suspended on the side of a workbench on a pipe conduit and it does not take up any of the bench working space. A red lamp which is turned on by the switch which controls current for heating the pot gives constant warning that the current is on.

The pot is used for melting old solder off the cable ends, for tinning the ends for new end connections and for sweating connections in place.

TIME, LABOR, MONEY

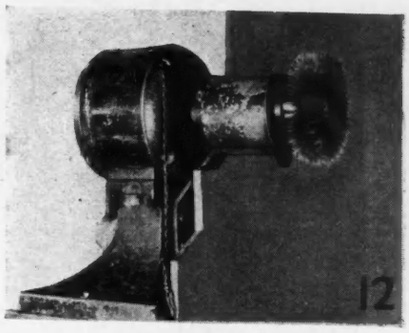


Fig. 12. Grinder

Chucks on ends of grinder shafts adapt these motors to a wide variety of work

These motors, which were salvaged from machines used by other departments, are placed in every department of the shop. The steel brush, shown in illustration, is only one of the many tools used in the chucks mounted on the motor armature shaft. Small shafts are dressed down or smoothed, screws and other small parts filed or smoothed, and bushings dressed to size by small scrapers. Grinding wheels and buffers are also placed in the chucks.

By placing these motors at convenient locations in the shop running to and from the machine shop or bench grinders is avoided.

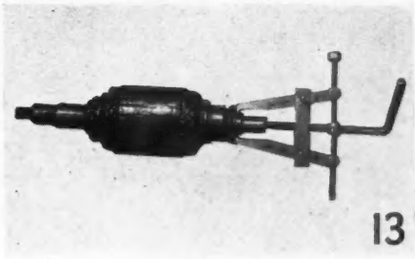


Fig. 13. Armature bearing puller

Without this puller it is practically impossible to pull the Radax bearing ball race from the end of a generator armature

These bearings comprise an outer race, inner race and ball and retainer assembly. The inner race fits tightly against the end of the armature and the only place a grip can be got on it is the curved ball race. Ordinary pullers cannot pull with arms in a circular groove.

This puller is made with a cross bolt which forces the outer ends of the arms apart and thus forces inner ends of the arms into the groove. Pulling pressure is applied by means of the L-shaped center screw.

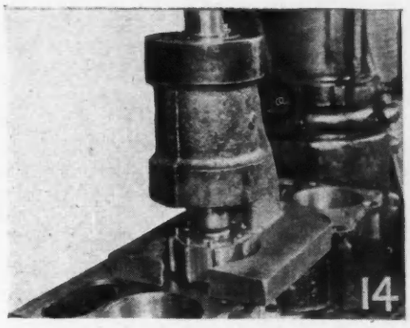


Fig. 14. Cylinder machine

Machines all sizes of cylinder bores from 3¼ to 5⅛ in.

Machining of cylinder bores is done in a radial arm drill. The cylinder block is placed upon the base of the drill, the boring machine fastened in place by one or two large C-clamps and driven at suitable speed through a vertical shaft and Ford T universal joint.

An adjustable sleeve takes up wear on the bar.

Fig. 15. Ford spring spreaders

Can't-be-done-without tools

Removing and replacing Ford A front springs with ordinary tools is no picnic; the same job on rear springs is a nightmare. The front spring spreader, below at right, and the rear spring spreader, at right, take the cuss out of both jobs.

The front spring spreader is a straight bar with a right and left thread turnbuckle in the center. Ends of the bars are machined in a curved notch to fit the roll of the spring leaf at the end.

Rear spreader is more rugged, has a greater range of movement and has a bend to go around the rear axle housing. Turnbuckles are of the same type but two are used instead of one to provide expansion of about 9 in. Ends of the bar are more wedge-shaped to keep the bar in place throughout wide movement of the spring ends.

Two special spanners are used to turn the turnbuckles, especially on the rear spreader. Springs and axle housing interfere with the use of straight bars for this purpose and those used are curved with an L at the ends.

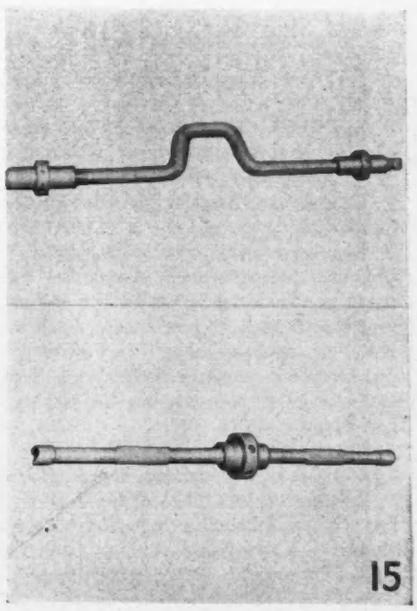
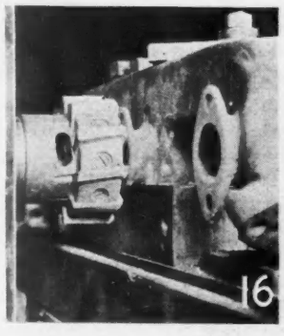


Fig. 16. Milling manifolds

Base plate saves time in mounting manifold on milling machine

Milling exhaust manifolds to insure fit between flanges and cylinder block is not new. But in this shop the job of mounting the manifold is made a lot easier by use of a jig, made in the shop. It is a flat cast iron plate which fits the milling machine slide and it has holes to fit the manifold. A further saving of time is made by running the manifolds through in lots of 6 or 8, or 10. Machining takes 1 to 1½ hr. for manifolds with 6 to 8 bosses.



OUR CRANKSHAFT IS STATICALLY AND DYNAMICALLY BALANCED

What Does the Truck Salesman Mean When He Whips Out That Pair of $3 Mouthfuls?

ATHEL F. DENHAM

Explains it so that even Mr. MacAndrews understands it clearly

AT 3 A. M. after two hours of dial twisting during which the loudspeaker had produced just about every sound imaginable—and some that defied description, Mac proudly announces:

'That's Los Angeles in the great State of California!"

"Sounds more like static in a state of complete disorganization to me," we replied, having just about reached the limit of our endurance, and only the second chapter in our book.

A few minutes more, however, and friend MacAndrews cut the switch. We thought at first his feelings were hurt, but he quickly dispelled that idea.

"That's it—static—that's what I've been trying to think of all evening, Den," he says. "What do they mean in truck catalogs when they say that the crankshafts are both statically and dynama—dynamo—dy . . . oh, well, the other kind of balance?"

Sure, it was late at night to get into anything like that, but I guess that you know by now there isn't any traffic sign that looks red to Mac when he is hitting us up for information. He was still talking:

" . . . so, the next thing I did was to try and look it up in the

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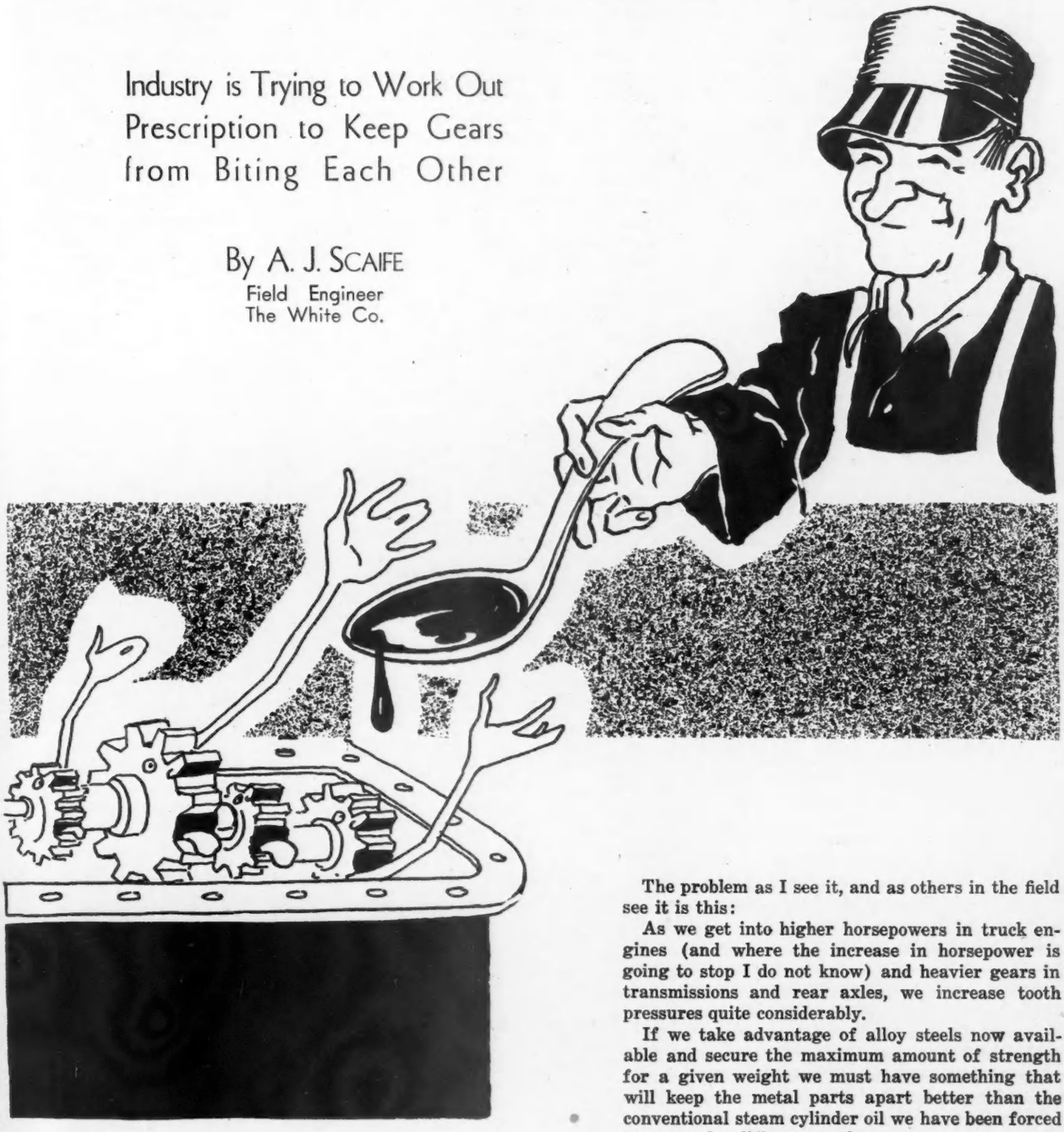
GNASHING GEARS SCREAM FOR BETTER LUBRICANTS

Industry is Trying to Work Out Prescription to Keep Gears from Biting Each Other

By A. J. SCAIFE
Field Engineer
The White Co.



WE, in the truck industry, are confronted with the problem of finding a suitable lubricant that will keep gears apart in modern transmissions and rear axles. I do not believe that operators realize how serious this problem really is and they are not alone in this respect as very little has been said, or at least very little has been published about the subject.

The problem as I see it, and as others in the field see it is this:

As we get into higher horsepowers in truck engines (and where the increase in horsepower is going to stop I do not know) and heavier gears in transmissions and rear axles, we increase tooth pressures quite considerably.

If we take advantage of alloy steels now available and secure the maximum amount of strength for a given weight we must have something that will keep the metal parts apart better than the conventional steam cylinder oil we have been forced to use under different trade names.

We really should have a lubricant that will maintain a film under heavy pressure without having to resort to the use of wide faces of gears in transmissions and rear axles. At present we must use wide faces on gears for the sake of the lubricant, not for sake of strength. This is undesirable because as width of gears is increased the weight of the assembly also increases. This is quite a problem, especially as we are coming to 5 and 7 speed gear boxes in order to provide high road speeds

GNASHING GEARS SCREAM FOR BETTER LUBRICATION

demanded of motor trucks and, at the same time, have the same reduction in the lower gears which you have today in the larger reduction axles.

Often a lubricant, chosen by trade-name perhaps without thought of specifications, does not keep the gear faces apart, the film breaks down and very rapid wear takes place. Faces of the gear teeth are pitted and, as nearly all transmission gears are of the case-type, it does not take long to break through and press into soft material.

Frequently it is necessary to replace gears destroyed by this lack of effective lubrication which the operator thinks are defective. It is hard to sell the operator on the idea that the gears are overloaded—he will usually cite you the weight he is carrying. But there is no difference between under-lubrication and overloading. This fact does not alter the truth of the statement that gears can be overloaded even with the best of lubrication.

Lubricating the anti-friction bearings in a transmission or rear axle complicates the problem. A lubricant that is suitable for maintaining a film between gear teeth may not be satisfactory in taking care of bearings. In present-day transmissions and rear axles same lubricant must do both jobs.

Because a problem is difficult is no reason for avoiding it. Some of the oil companies take the attitude that the best is being done that can be done. If the steel industry had taken that attitude some years ago, we would not be very far along in developing our design by incorporating alloy and special steels.

It is easy enough to say that we should have a lubricant with the maximum "oiliness." But it is hard to express that in definite terms. One of the troubles is the lack of specifications which mean something. When we wish to buy steel or other materials we set up definite specifications and we know that we will receive the material we specify. But no such fixed specifications are at hand to express lubricating value in a transmission or rear axle. We buy gasoline by specifications but we are all at sea on lubricants.

In order to start something toward the solution of this problem we had an S. A. E. meeting in Cleveland recently featuring this transmission and rear axle problem, with special emphasis on lead soap grease as the principal part of the discussion. As a result of keen interest in the subject on the part of operators, oil companies and manufacturers, we had one of the finest meetings ever arranged by the Cleveland section.

As a result of this meeting it was decided to ask the Society of Automotive Engineers to have its research department set up specifications for a lead soap grease or specifications for a lubricant of greater lubricating power than any now available. This should make it possible to buy lubricants for the transmission and rear axles that would have the desired characteristics from the break-down standpoint and be a good lubricant for ball and roller bearings.

After the Cleveland meeting I had a conference with Dr. Dickinson of the Bureau of Standards and we concluded that an attempt would be made to establish specifications for a lubricant that could be used in transmission or rear axle and give maximum service from bearing and gear standpoints.

I believe that the S. A. E. in connection with the N. A. C. C., the Bureau of Standards and the oil companies will be able to find out what can be done to bring about the development of this desirable lubricant.

Some progress has already been made, according to a report from Chicago. A company there reports an experiment with a lubricant with a very high break-down value, about twice that of any now available. The lubricant is said to be a straight mineral product, not compounded.

OUR CRANKSHAFT IS STATICALLY AND DYNAMICALLY BALANCED

CONTINUED FROM PAGE 34

dictionary, but that didn't make sense either," he was saying. "Here it is: 'dynamic'—something about 'forces and motion,' and 'static'—with more words about 'something at rest.' What does it mean?"

"Well, Mac," we begin, "I'm pretty sleepy and its quite technical, but I'll try to take a stab at it. To begin with, let's think of a crankshaft as a bent wire—something like that hairpin of Mrs. Mac's looked after you got through trying to pull a cork with it.

"Here's what it looks like, roughly (see Fig. 1). Now let's stick a piece of chewing gum here at A and then imagine taking hold of the end of this 'crankshaft' and turning it around pretty fast, like it does in an engine.

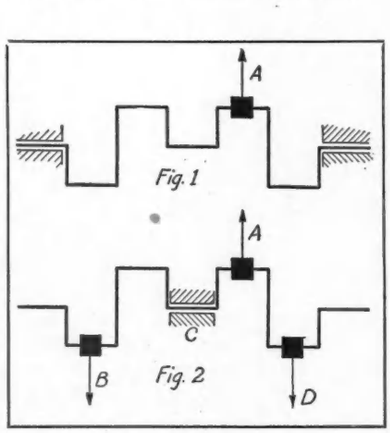
"Since there is more weight at A than anywhere else, that weight, spinning around, is going to try to pull the shaft over to its side. It's just like twirling a weight at the end of a piece of string, the faster you swing it around, or the heavier the weight, the more pull there is on the string. And what's more, to keep the string swinging around, your hand has to make little circles in the air.

"Well, that's basically what happens when you get too much weight in one spot on a crankshaft, it will try to make the engine move around in circles, and kick up a lot of vibration. So when the engine manufacturer machines a crankshaft he has to be darned careful that there isn't more weight on one side of the center of the shaft than on the other. He makes the shaft balance statically by putting a weight at D or by removing weight A."

"Guess even I can understand that, Den," Mac generously admits, "but what about this static and dynamite business; where does that come in?"

"I'll leave that to you to figure out, when I get through, Mac," we reply, "but first there is another way in which a shaft can be out of balance. Let's put another well-worked penny stick of gum here at B with the gum at A but not at D. Now, let's put a support, or bearing, at C for our crankshaft. Our hairpin now looks like this (Fig. 2). Arrows show directions in which these pieces of Wrigley's finest are trying to pull the shaft."

"Wait a minute," Mac interrupts, "are you making these pieces of gum at A and B the same weight? They are? Well then, I can't see where anything will happen much. You've got just as much weight on one side of the shaft as on the other." And with that he thinks he's got us stopped.



Diagrams that put Mac straight on dynamic and static balance

"Wrong again, Mac," we correct. "Certainly there is the same total and amount of stenographer's jaw exerciser on the top and the bottom of the shaft but look where it is. Let's imagine that the only bearing for the shaft is at C. Now, if you start to turn the shaft around in it, the hunk at A is going to try to pull the right hand end of the shaft up, and the wad at B is going to try to pull the left hand end down, and the whole thing is cockeyed again, because B is farther away from the center of C than A."

"But Den," Mac questions, "won't the bearings at the end of the shaft keep both ends of the shaft in place?"

"Yes, Mac," we reply, "sure they will, but that's wishing another job on the bearing which it wasn't hired for in the first place. It just means that you're going to put more load on the bearing, and if you do that you are going to cut down its life, and so on. And what's more, unless you make the crankshaft so stiff that you couldn't bend it with a steam hammer, enough excess weight at B or A is going to make one side of that shaft bend, by pulling it out of shape between the bearings. You know the clearances in these bearings are pretty small—they are measured in fractions of a thousandth of an inch, and if the shaft doesn't run true in them, it will try to twist the crankcase around by cocking the bearing back and forth, and that again spells vibration with a capital 'BRR . . .' There is another important difference between static unbalance caused by A in Fig. 1 and the dynamic unbalance shown by A and B in Fig. 2. Unbalance in A Fig. 1 can be overcome by adding weight in *one* place as D Fig. 2 or by removing A. But the unbalance of A and B, Fig. 2, can not be stopped by adding weight at one place or removing weight at one place. Weight must be added or taken away at two places. That, Mac, is principally all there is to the thing. The crankshaft is tested or balanced when it is finish machined to see that there is no more weight in any important place than there should be. You might be interested to know, Mac, that most manufacturers hold their balance to somewhere around a half ounce inch. That means if there is more than a half ounce too much metal at a distance of one inch from the centerline of the crankshaft, that shaft won't pass. At two inches from the center of the shaft they won't allow more than ¼ oz. of excess. At four inches from the center an eighth of an ounce is the limit.

"When you consider that a light truck crankshaft weighs thirty or forty pounds or more, that's holding things pretty accurate. But it's really necessary, Mac.

"Manufacturers use special equipment for checking unbalance as in Fig. 2. One end of the shaft is held tight and turned by an electric motor or something, while the other end is placed between rollers that can move sideways back and forth in a frame. The operation is then repeated with the other end clamped and the opposite end free. If the shaft is out of balance the free end won't turn true, and the amount and kind of sideways movement are used to determine where and how much excess weight there is on the crankshaft. This is then machined off or counteracted by taking metal out by drilling and the shaft is checked again until it meets the requirements. Balancing a shaft in this manner is called 'dynamic balance.' However, I might tell you confidentially, Mac, that this dynamic balancing equipment also tells you whether the shaft is out of balance like in Fig. 1, so really there isn't any need for 'static balancing' separately. But since nobody has been smart enough yet to supply better names for the two kinds of unbalance you can get in a crankshaft, manufacturers still have to say 'statically and dynamically balanced' to show that the darn thing is okay both ways. It's different that way from you and your radio. That dynamic speaker of yours is fine for local stations but don't pull in any more static on me and pass it off for Kamchatka or Afghanistan. You'd never get by making a crankshaft that way."

DESIGNING A FLEET HOME

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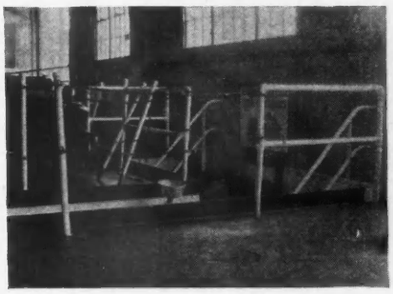

Fig. 10 — Pits, which open into transverse pit, are protected by rail and chains

ments mentioned are attained in our shop by building it as a pent-house on top of the main building.

An adequate supply of fresh air must be permitted to the room from outside sources so that the system can exhaust the mist and vapor. Care must be exercised to prevent cross-currents from windows or other openings, reducing the efficiency of the system or causing undesirable back drafts.

In garages of ordinary size where the floor is drained, vehicles can be washed in their respective stalls. In large fleet operation, this practice is being discontinued because it is more economical to provide mechanical devices in the garage or in a separate building.

The body of the vehicle can be cleaned by means of overhead and side sprays or by use of hot water under high pressure or by use of liquid soap or other cleansing compounds. In some cases, steam pressure and air have been utilized for the under parts. The use of a kerosene spray for the chassis gives satisfactory results, but it is a fire risk and should not be used in the main garage.

In our garage four guns are available for instant use. The complete unit occupies one corner of the car washing racks and draws its supply from the city water main.

There are two wash racks on the first and second floors, the racks having a capacity of two cars each. A high pressure machine feeds both floors and it is equipped with remote control on each floor. A vacuum system is provided for cleaning the interior of cars. While a car or truck is on the wash rack, the license plate is inspected, the radiator flushed and the fire extinguisher inspected.

With heavy trucks weighing in excess of 20,000 lb., it is necessary that covers or gratings on frames and top castings holding down the grating be of very heavy construction.

Separate rooms should be provided

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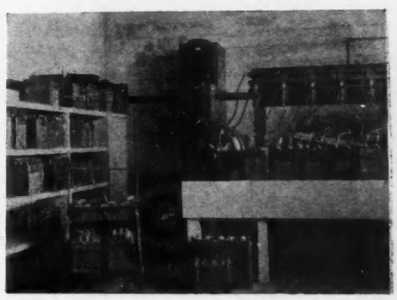
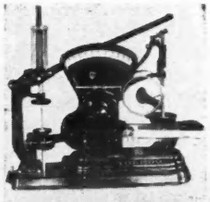


Fig. 11—Battery storage and recharging equipment are located in a separate section

DISPLAY BOARD OF NEW ITEMS

Illustrations are keyed to their descriptions by corresponding numerals.



1

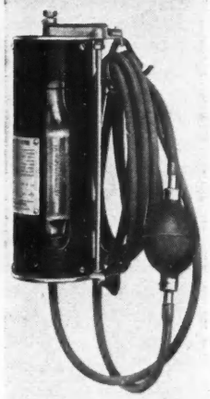
1. Strength Gage

Maker: Toledo Precision Devices, Inc., Toledo, Ohio. This Auto-Gage is designed to compare the strength of piston rings and to gage the compression strength of valve springs. Resistances are read from charts.

2

2. Silver King Jack

Maker: Silver King Hydraulic Jack Co., Cleveland. The features of this heavy-duty hydraulic jack, which will be placed on the market July 1, are a patented revolving screw and a double plunger pump.



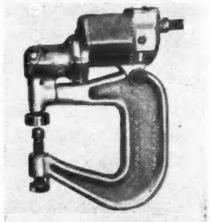
3

3. Mileage Tester

Maker: Penberthy Injector Co., Detroit, Mich. Consists of a graduated glass bulb, a venting arrangement and two lengths of tubing. One tube conveys gasoline from tank to tester, the other from tester to carburetor. A bulb is provided for priming. Determines actual miles per gallon or rate of consumption under various driving conditions. Price: $9.25.

4. Fender Reformer

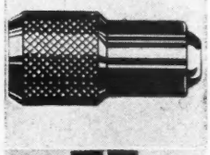
Maker: Black & Decker Mfg. Co., Towson, Md. This electric tool removes dents and bumps and reforms beads, flanges and curves. Has two frames with 12 and 7-in. reaches. 2000-lb. pressure is applied 1400 times a minute. Price $190, complete.



4

5. Sterling Valve

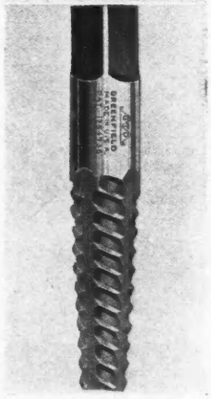
Maker: Sterling Automotive Products Corp., Buffalo, Mass. Designed to eliminate pressure leakage, it replaces outer dust cap, inside cap and valve insides. The tire is inflated by placing air chuck on top of the valve. Pressure is tested in same way. Price: $1 for set of five.



5

6. Screw Extractors

Maker: Greenfield Tap & Die Corp., Greenfield, Mass. Obtainable singly or in sets, the Little Giant screw extractor feeds itself into a hole drilled in the screw. Turned left by a wrench, imbedded studs are "started" and turned out on their own threads. Prices: 55 cents apiece to $6.65 per set.



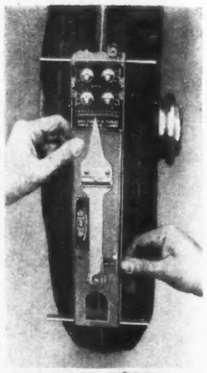
6

7. Camber-Castor Gage

Maker: Weaver Mfg. Co., Springfield, Ill. This gage measures camber and castor on line of contact of the tire with the road. To measure camber the top of gage is made to register with line marked on jacked tire and is raised or lowered by revolving wheel until top bubble shows level. The bottom of the instrument is then placed on line and the pointer is adjusted until its bubble shows level. Pointer indicates degrees of camber. Difference between camber readings with wheel turned 30 degrees to left and 30 degrees to right shows castor angle.

8. Blowpipes

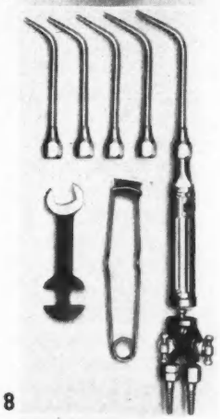
Maker: The Linde Air Products Co., New York City. Convenient locking device enables operator to change handles without detaching hose or hose connections and without the use of a wrench. Valve body is detachable. Type W-106 is suited to repair shops for light welding, bronze-welding and soldering. Has five sizes of tips.



7

9. Cageless Bearings

Maker: Tyson Roller Bearing Corp., Massillon, Ohio. Line is complete. Roll alignment is obtained by use of a double ribbed backplate at the big end of the rolls, thus doing away with need of cage. All sizes interchangeable with conventional bearings.



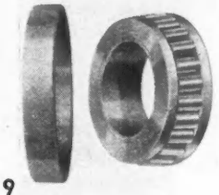
8

10. Carbon Whisk-er

Maker: Rinck-McIlwaine, Inc., New York City. Valve guides or ports are cleaned of carbon by a few up and down strokes of this tool. The cleaning end is formed by spiraled wire bristles. Comes in all sizes. Price: $.85.

11. Brake Pliers

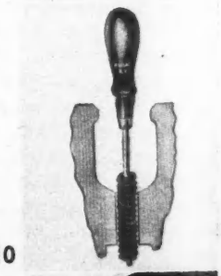
Maker: Kraeuter & Co., Newark, N.J. For use on any internal brake system using springs. Saves time by removing and replacing springs without disassembling. The long hooked finger releases or replaces the springs while the adjustable screw rests on top of the large drum for leverage.



9

Crestoloy Wrenches

Maker: Crescent Tool Co., Jamestown, N. Y. Crestoloy is the name of the steel employed in these wrenches, which will stand a strain over twice that required to break a regular Crescent wrench, yet they are thinner and lighter. Come in 6, 8, and 10 in. sizes. Price $1 to $1.50 apiece.



10

Midget Reclaimer

Maker: Skinner Motors, Inc., Detroit, has placed on the market a Midget Model, similar in operating principle to the larger machine, at $290 with a capacity of 8 to 8½ gal. of drainage oil daily. To operate this model only one half hour's labor is required per batch from start to finish. About six to eight hours are required to remove the liquid impurities by electrical heat. After cooling to predetermined temperature the oil flows through a series of three filter pads.

11

Brake Tester

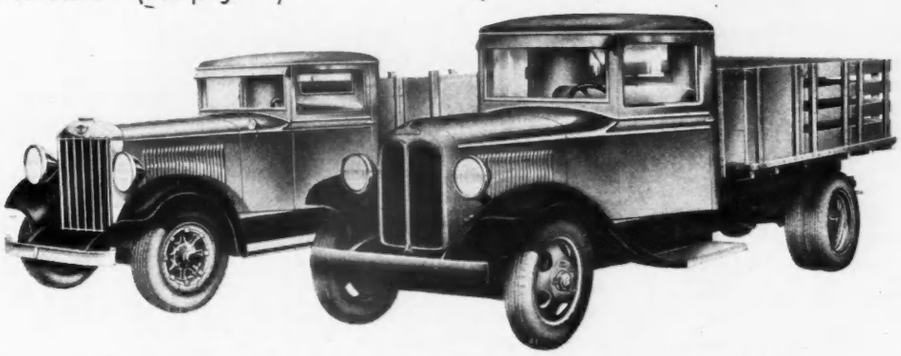
Maker: Burton-Rogers Co., Boston, Mass. This small and easily applied instrument incorporates a small ball inclosed in a pivoted inclined tube. The ball, when brakes are applied, rolls up the tube passing the pivot, tilting and holding the tube in its registering position. Colored indicators attached to the tube indicate braking efficiency.

NEW MODELS ON PARADE

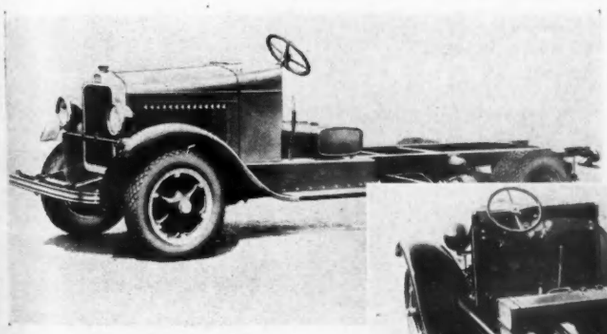
This page introduces a section devoted to new trucks, trailers, bodies and major chassis units. Details appear in following pages.

One of Hug's two new Commercial Express Models. They are powered with 86 hp. 3¾ x 4½-in. Buda sixes. (See page 44)

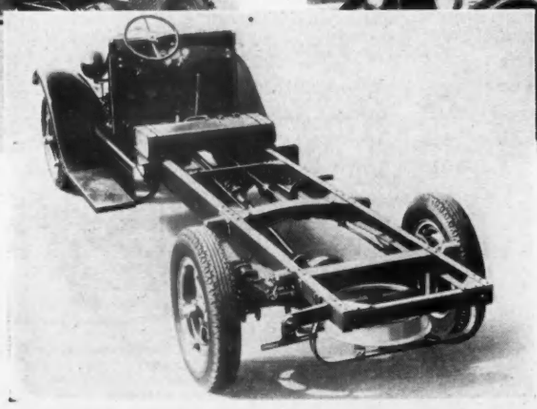
Right: 3½-ton Autocar Model N. It is a six and comes in four wheelbases, 174 to 242 in. (See page 41)



Reo's new 4-ton and 1½-ton Speedwagons. The latter is offered with a four at $625 and with a six at $725. (See page 40)



White Model 601, rated at 9000 lb. and priced at $1,900. Right: New $675 1½-ton Model A-2 I.H.C. (See pages 44 and 40)



Gotfredson offers its new 1½-tonner, Model RB, with a Buda four or six at $975 and $1,075, respectively. (See page 41)

International 2-Speed Rear

Reo Tags Two New 1½'s With Low Prices

□ Two 1½-ton Speedwagons, a four at $625 and a six at $725 at one end of the range, and a 101 hp. 4-ton truck at the other end, are the newest products offered by the Reo Motor Car Co.

While the 4-ton model extends the Reo line to the higher capacity ranges not previously touched by this company, the announcement of the new 1½-ton models places Reo in the best competitive position it ever occupied.

Except for attractive appearance these 1½-ton models have borrowed nothing from the passenger car activities of this company. The engines are distinctly designed for truck purpose as are the transmissions, which are of the four-speed type with a 6.6 to one ratio in low, and the bevel axles.

The cellular radiators are V-shaped as on recent Reo passenger cars for attractiveness of appearance, and carry a vertical vane type of grille.

Brakes, which are internal hydraulic, are supplemented by an external propeller shaft hand-operated brake. Wheels are spoke steel and carry 6.00/20 balloon tires in front and 32 x 6 in., eight-ply high-pressures at the rear. 6.00/20 in. duals at the rear are available at extra cost.

The standard wheelbase is 136 in., and the optional wheelbase is 160 in. Frame width is 34 in. In addition to the usual cross-members there is a 1½-in. spring steel cross-member at the front of the spring horns serving as a bumper. The frame, which is of typical truck design, has 7-in. side channels and 2¾-in. constant width flanges.

With a rated pay-load of 8000 lb., the new 4-ton truck comes in three wheelbases, 150, 170 and 190 in. The shortest wheelbase is available either in a dump body or as a six-wheel tractor unit. Standard wheelbase is 170 in., for which the gross weight is given as 20,000 lb. This model is furnished standard with 8.25/20 in. front and 9.00/20 in. dual balloons at the rear.

The six-cylinder L-head engine develops 101 hp. at 2600 r.p.m.

While the specification tables (page 63) virtually tell the story of Reo's heavy-duty model, attention is called to the 25-gal. tank mounted under the seat; the 119-amp.-hr. battery; the 11-in. two-plate clutch; four-speed transmission with an overall reduction in low of 41.58 to 1; the full floating axle with 6.375 to 1 spiral bevel final reduction; cam and lever steering gear; large hydraulic brakes incorporating a B-K booster, and a 14-in. disk brake on the propeller shaft.

The frame has side channels 10 in. deep with 3-in. constant width flanges, ¼ in. thick. Helper springs are furnished at the rear.

Woods 10-Ton Semi-Trailer

Woods Curves Front of Its 10-Ton Semi-Trailer

□◆ Woods Motor Truck Division of the Arrow Aircraft & Motor Corp. has put into standard production its first semi-trailer. This trailer, rated at 10-ton capacity, has a curved front, closing the gap between the body and cab to less than one foot, thus giving increased loading space and cutting wind pressure. The frame is of heavy reinforced steel. Brake equipment is optional. Other features included in the assembly are Timken bearings, chromium vanadium springs, ball and socket radius rods and fifth-wheel.

I.H.C. Adds 4 and 6-Speed 1½-Tonners

□◆ Two new 1½-ton trucks, powered with high-compression, four-cylinder engines, have just been added to the International Harvester line. Both of these new Internationals, Models A-2, four-speed, and B-2, six-speed, are built in 136-in. wheelbases, but Model A-2 is also available in a 160-in. wheelbase. They employ the same units throughout with the exception of rear axles and transmissions and carry the same ratings, namely: 4200 lb., body and pay-load, for hauling and delivery service, and 4575 lb., body and pay-load, for dump service on the 136-in. chassis only. With a list price of $675 for the 136-in. Model A-2, I.H.C. be-

Powerflo, an Automatic Clutch

REO SPECIFICATIONS

Model	1-A&C	1-B&D	H-J-K
Capacity	1½ tons	1½ tons	4 tons
Price	$625	$725	$.....
Wheelbase, standard	136 in.	136 in.	170 in.
maximum	160 in.	160 in.	190 in.
Tires, front	6.00/20	6.00/20	8.25/20
rear	32 x 6	32 x 6	9.00/20D
Engine, size	4-3 3/16 x 4½	6-3⅜ x 4	6-4⅛ x 4¾
hp.	57 @ 2800 r.p.m.	61 @ 3000 r.p.m.	101 @ 2600
Rear axle, type	full floating	full floating	full floating
drive	spiral bevel	spiral bevel	spiral bevel
ratio	5.1 and 5.6	5.1 and 5.6	6.375:1
Brakes, service	4-wh. hyd.	4-wh. hyd.	4-wh. hyd.
parking	ex. propeller	ex. propeller	disk prop.

I. H. C. SPECIFICATIONS

Model	A-2	B-2
Capacity	1½ tons	1½ tons
Wheelbase	136 in.	136 in.
Engine, make	Waukesha	.....
size	4-3⅝ x 4½	.....
hp.	39 @ 2400	.....
compression ratio	4.6 to 1	.....
Speeds	4	6
Rear axle, type	bevel	.....
ratio	6.16 to 1	.....
Brakes, service	Bendix	.....
parking	trans., ex.	.....
Frame, size, 136 in.	5⅞ x 2¾ x 3/16	.....
160-in. W.B.	7 x 2¾ x 3/16	.....
Springs, front	40 x 2 in.	.....
rear	46 x 2½ in.	.....

INTERNATIONAL—GOTFREDSON—WOODS

on Page 44

comes a strong competitor in low-price field.

In Model A-2, a four-speed Warner Gear transmission is used with spiral-bevel drive rear axle, while in Model B-2 a two-speed auxiliary transmission mounted on the front of a spiral-bevel axle is coupled to a three-speed M.M. transmission, thus providing six forward and two reverse speeds.

Autocar 3½-Tonner Comes in 4 Wheelbases

□◆ To provide more rating graduation between models The Autocar Co. has introduced a new six-cylinder series in its 3½-ton classification. This new series, known as N, comes in four wheelbases, each designated by the additional letter A, B, C or D. While the gross weight rating is 22,000 lb. throughout, the allowable weight of body and pay-load varies with the wheelbase as follows: Model NA (174-in. wheelbase) 13,670 lb.; Model NB (192-in.) 13,500 lb.; Model NC (218-in.) 13,340 lb., and ND (242-in) 13,180 lb.

Major units incorporated in the N series are similar in many respects to present Autocars in the 3½-ton classification, as a study of the specifications (page 63) will reveal. Frames vary with the wheelbase, being 8 x 3 x ¼-in. in the 174 and 192-in. wheelbase models and 9 x 3 x ¼-in. in the two larger units. The double reduction axles are available in four ratios: 6.49, 7.09, 7.78 and 8.59 to 1.

New Automatic Clutch Eases Pedal Work

□◆ A self-operating or automatic clutch, known as Powerflo, has been developed by the Automatic Drive & Transmission Co., Inc., Gloucester, N. J., for Fords and light chassis as a replacement unit or for original installation. It consists of an engaging mechanism controlled by the action of centrifugal weights, which use the flywheel face as a fulcrum to push two disks covered with low coefficient of friction facings into engagement. The company states that it has made arrangements with the Long Mfg. Co. to manufacture the clutches to which this self-operating mechanism is added.

Use of the clutch pedal under normal operating conditions is made unnecessary in vehicles equipped with this clutch. To start it is only necessary to step on the accelerator. The clutch can be used as a standard unit by locking the self-operating mechanism, a control button being provided for this purpose. Installation is easy and the cost of a Ford unit is about $50.

B & J 10-Ton Semi-Trailer

B & J Trailers for Light and Heavy Duty

□◆ A full line of trailers, ranging from light units for Fords, Chevrolets and other light tractors to heavy duty models for 10-ton service, is being offered by the B & J Distributing Co., 3913 Michigan Ave., Chicago. In marketing the trailers, the company is offering a dealer plan which it considers revolutionary in the trailer field.

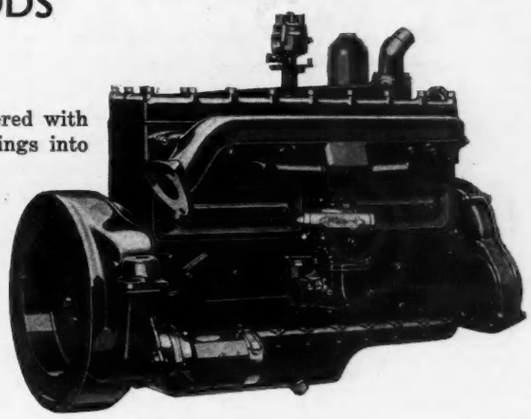
Five basic models comprise the line, Model 200 for light duty and Models 300, 300 heavy duty and 500 for heavy duty hauling. Construction of models is greatly similar, varying mostly in capacity of parts. Axles are special nickel steel; springs nickel steel; wheels of Budd make; radius rods are bronze bushed; 24-in. fifth wheels, interchangeable with semi-hookups, are used throughout the line although 30-in. wheels are also furnished, and full frames have round noses. B-K boosters are also supplied on the heavier models.

Round nose and square front panel and stake rack bodies are furnished if desired. Metal panel bodies are made of 18-gage steel, 6 ft. high and 6½ ft. wide. Comparative specifications are shown in box.

B & J SPECIFICATIONS

Model	200	300	300 H.D.	500
Length	14 ft.	16 ft.	10 ft.	10 ft.
Axle	2 x 2 in.	2 x 2½ in.	2 x 3 in.	2½ x 3½ in.
Spring leaves	11	11	.....	.....
Spring thickness	5/16 in.	⅜ in.	.....	.....
Frame, size	5 x .0325	5 x .0472	.....	.....
Tires	30 x 5 D	32 x 6 D	34 x 7 D	9.75/20 D

Continental E-600 Six



Continental Fits E-600's Between 16C and R Series

□◆ To provide a more closely graduated group of models between Model 16C which is a 248-cu. in., L-head, six-cylinder truck engine, and the valve-in-head "R" series, which ranges up to 428 cu. in. in displacement, Continental Motors Corp. has introduced the E-600 series of L-head six-cylinder truck engines. These range in displacement from 288 to 382 cu. in., and while displacements of some of the models overlap those of the R series, they are intended not to replace but to supplement them.

There are four engines in the series, numbered E-600 to E-603. Their major point of difference is in the bore, the stroke of all engines being 4½ in. Bores are 3 11/16, 3⅞, 4⅛ and 4¼ in. Maximum horsepower runs as follows: 75 @ 3000 r.p.m., 81

TURN TO PAGE 44, PLEASE

CONTINENTAL SPECIFICATIONS

Cylinders	chrome nickel iron
Pistons	nickel iron
length	5 3/16 in.
Rings	4
Crankshaft	7-bearing
diameter	2⅝ in.
Main Bearings	bronze backed babbitt
length, front	1 21/32 in.
center	2 9/16 in.
rear	2½ in.
all others	1 9/16 in.
Camshaft	4-bearing
diameter	1⅜ to 2 7/16 in.
Valves	
intake material	chrome nickel
diameter	2 1/16 in.
exhaust material	silchrome
diameter	1⅞ in.
lift	⅜ in.
Front End Drive	helical gear
suspension	3 point

NEWS

THE OVERLOAD

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

Walter P. (for Peter to you, suh; Panic to you, ma'am) Hanson, who as advertising manager for LaFrance Republic was responsible for some nifty work, is now grinding out copy on molars, bicuspids and bridgework for Coe Laboratories, dental supplies, Chicago. One look at his promotion pieces and you want to rush to your favorite torturer and say, pointing to your teeth white as the driven snewer: 'Here, tear 'em out and fill 'er up." If you're a low-brow you might say Walter is down in the mouth. Appleglottis, say we.

Eats

Carl Parker (does anyone in the industry fail to recognize the name of the man who made Speedwagon famous?) is eating in de luxe lunch wagons these days. From preference, too. He's in the dining car division of Fremont Metal Body Co. Trust Carl to make lunch wagon dining the snooty thing to do.

Migawd!

You can swallow this or spit ("is a horrid word") it out, but Secretary of Labor Doak said, in the presence of witnesses, that the greatest present menace to business recovery is the spread of atheism under the guise of liberalism.

More Eats

Just as a matter of record and to remind him, Ted Preble, Pierce-Arrow truck sales manager, still owes us a full-course dinner. He promised one that would make "mother's home cooking look like ptomaine poison." If you were in our expectant position, with what, besides the whole broiled lobster which we intend to order merely as an hors d'oeuvre, would you ornament the menu? Epicures r. s. v. p.

Free

International Harvester Co. has been passing around nifty medals commemorating the centennial (hundred years, stupies) of the reaper—McCormick not Grim. They are about the size of a wheat cake and make good paper weights. Maybe you competitors better use the General Delivery address.

On the Pan

Wheat cake reminds us of pancake, and pancake recalls our favorite description of a Pullman car blanket which Al (Mister to us at close range) Reeves, N.A.C.C. general manager, first gave us for a good belly laugh. "A Pullman car blanket is of about the size and consistency of a New England pancake and lays about as well on the stomach."

Are You Human?

"Business and business men need to be dehumanized." If ye smite us hip and thigh for that one, ye smite an innocent man. And if you want to pat anyone on the back for it your man is O. H. Cheney, who knows business men. "Dehumanized," says Mr. Cheney, "not to the point of cold-bloodedness, but to cool-headedness." Take the maligned thing known in every firm as a business conference. Quoting Mr. Cheney: "It has become a standing joke. It is tragic. Simply because the participants are afraid—'But we've never done that before'—or jealous—'I don't like that man.' Simply because they are human."

Theme Song

Have you noticed how certain advertisers have taken advantage of the depression period? If you haven't you can thank us for tipping you off. Well, with wage cuts and salary slashes and job losses quite prevalent the natural urge is for one to say, 'How can I make some extra money?" So the wily advertisers have tied in with this money hunger. You find Eastman Kodak Co. offering $100,000 in prizes; Camel $50,000; Bab-O (it brightens bathrooms, gentlemen), $5,000; National Home Furnishings Program, $8,500 (in gold), and so on. Something like a million money-mad citizens went after the Camel prizes. It's money that's on most minds these days and the saving of money and making of money might properly be the theme of a lot of local and national truck advertising.

Sh-h-h-h-h-h-h

We hear from this source and that, that a certain (no name on request) truck factory sales executive so antagonized his branch managers that a wholesale batch of them told the s.'s boss they'd quit if he didn't. The s. isn't with the company now so the report isn't just a bad smell, which is more than we can say about our mentioning it here.

A Bow! . . . Wow!

Ed. C. Wood, fleet superintendent, Pacific Gas & Electric Co., is nominated for a vote of thanks. For reasons see his article on pages 14 and 15. The contribution was all his own idea. It makes up somewhat for the thorns he's stuck in our flesh. He's a Native Son and during winter months has the provoking habit of sending us postcard reminders of California's summer weather, and in sweltering summer months of California's equable atmospheric conditions. Joking reached the limit when he and Ted Preble mailed us an ornate a la carte menu from a seafood grotto in 'Frisco. Choice viands, succulent even, were indicated with this insulting legend: "Just finished eating. Thank gawd you weren't here."

Velvet

Tom F. Barry, secretary of the New York Merchant Truckmen's Bureau, again proves himself one of the livest secretaries in the business. He is making arrangements for his trucker members to sell advertising space on the sides of their rack body and panel body trucks at so much per. His brothers in grief will all be doing it soon.

CLEAN, BUT NOT SO FUNNY

Arthur C. Nafe, Reo advertising manager, was relating instances of the automotive industry making contributions to foreign languages. "For instance," he said, "among a tribe of African savages Reo means marvelous. The Reo truck was the first they saw and they marveled so that Reo became a synonym for marvelous."

Listener: "Damn good thing for the native's tongues their first truck wasn't an InternationalHarvesterCompanySixSpeedSpecial!"

—(Is it necessary to note that this is original?)

PROSPERITY NOTES

$ Retail deliveries of standard and heavy duty trucks by Dodge Bros. dealers continue to show a gratifying upward trend on factory sales curves.

$ Radiator and clutch sales of the Long Mfg. Co., division of Borg-Warner Corp., have shown a steady monthly increase since the beginning of the year.

$ Orders of the Morse Chain Co. showed an increase of 19 per cent in April over March.

$ Shipments of the Bendix Brake Co. increased 15 per cent each month since the first of the year.

$ Budd Wheel Co. declared a regular quarterly dividend of $1.75 per share with an extra dividend of 75c per share on its preferred stock and 25c per share on its common.

$ Timken-Detroit Axle Co. declared its regular dividend of $1.75 on preferred stock.

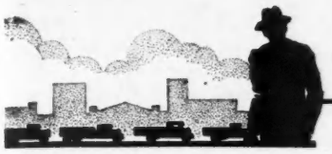
$ Firestone Tire & Rubber Co. declared its regular quarterly dividend of $1.50 on its six per cent cumulative stock, Series A.

$ April wheel shipments of the Budd Wheel Co. totaled 357,701 wheels, which exceeds by more than 14 per cent the company's best previous month, April, 1929.

$ Truck shipments of the Diamond T Motor Car Co. in April were the largest in 11 months, representing a 50 per cent increase over March.

$ Willys-Overland unfilled orders up to May 6 showed an increase of nine per cent over the same period of April.

$ Goodyear Tire & Rubber Co. announces that they have taken on 800 additional men and stepped up production to 50,000 casings daily.



NEWS

$ The Divco-Detroit Corp. set a new sales record in April, exceeding its previous high sales month, April, 1929, by 17 per cent.

$ Studebaker Corp. declared regular quarterly dividends of 30c on common and $1.75 on preferred.

$ The Murray Rubber Co. reports that it has placed 100 additional men at work since April 1.

$ April sales of Chevrolet in New Jersey were about eight per cent ahead of March and 20 to 30 per cent greater than April, 1930. In some sections, even the April, 1929, records were exceeded.

$ Directors of the Lempco Products, Inc., Bedford, Ohio, have authorized a $250,000 plant expansion.

$ Production of Edw. G. Budd Mfg. Co. has increased consistently since Jan. 1 with April outputs greater than any month since May, 1930.

$ Employees of AC Spark Plug Co. are now on a full-time employment basis of nine hours daily, five and one-half days a week.

$ Sid J. West, eastern division sales manager of the Diamond T Motor Car Co., observes that large users of trucks are already in the market for vehicles on a scale destined to make 1931 an extremely active year. He predicts that this year will equal, if not exceed 1930 in sales.

CAUGHT IN QUOTES

"If highway transportation is more economical than rail transportation, then rail transportation should give way to highway transportation. If the two can be coordinated and produce a cheaper transportation to the public—and I believe it can be done—then, obviously, that is the thing to do. Under no circumstances do I advocate regulation for the purpose of restricting highway competition for the benefit of rail carriers."—John F. Deasy, vice-president, Pennsylvania Railroad.

"Truck and bus building will feature the next important move in the automotive industry. The truck industry will sweep into new high ground on buying by railroads to complete store-door delivery and expansion of the vast network of passenger-freight motor service."—Charles E. Thompson, president, Thompson Products, Inc.

"Salesmen should bear in mind that mature men who have reached a certain point in business buy rather than are sold. Get the buyer in a frame of mind so that his name is placed on the dotted line through his own desire, which desire is predicated on the facts given to him. He should never feel that he has surrendered to a salesman."—Roy W. Howard, president, Scripps-Howard Newspapers.

"It is the wisest policy for legislators to call in motor truck dealers and factory engineers when considering the framing of bills, because on the basis of expert testimony it will be found that the various features of motor truck design today benefit not only the truck operator but the public as well."—C. A. Tilt, president, Diamond T Motor Car Co.

"The extreme flexibility of motor transport and the fact that it fits into a definite place in our scheme of transportation will defeat any uneconomical regulation because it will change over into some other type of utilization, and that is reflected in all studies of highway transport."—T. H. MacDonald, chief, U. S. Bureau of Public Roads.

"Print this letter if you want to," says Bill

DETROIT, June 1:

Dear Hook: Well, it was kind of like running into a fellow what owes you money to meet up with the guy who prints COMMERCIAL CAR JOURNAL. I have been reading so much of the stuff you fellows write I guess I kinda felt I knew you, when Williams brought you down to our shindig at the Elks. Sure was sorry you had to pull out to catch the rattler back to Philly as I didn't get a chance to finish telling you about this new Ford car everybody around here is talking about. So I'm writing you as I promised.

Well, you know Jim—that's my pardner—and me, and the boys, we get around to the factories quite a bit being out here in Detroit and everything and I guess we get about as much of the lowdown as anybody. The boys are kind of agreed Henry's going to put out a straight eight and call it after his side kick Tommy Edison. Jim says its going to sell for around a $1,000 bucks or less, but I kinda think he'll get down to 900 bucks or something. Suppose if he puts out a job like that, he'll put some of the engines in trucks, too. Anyway everybody says as how he's going to have two and three tonners and I don't mean maybe. I don't know about this Ford business though. Henry's fooled 'em before.

Say Hook, there's a lot of talk around here about two-speed axle,

TURN TO PAGE 50, PLEASE

FUNNY, BUT NOT SO CLEAN

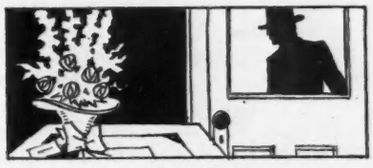
Miss Sophia Jones tripped into a lawyer's office.

"Can't ah sue dat no-good Rastus Smiff fo' sumpin, mistah? He promised to marry me, dat he did, an' yistiddy he 'loped wid anudder gal!"

"Promised to marry you, eh?" mused the lawyer. "Well, have you anything in black and white to show for it?"

"No, suh. Jes black is all."

—(From Hell house organ. Where did they get it?)



PERSONNEL CHANGES

R. W. (Doc) Procter now heads Parkin, Inc., Cleveland, spark plug manufacturer, as president. Doc, who has been active in shop equipment activities for many years, is well known as former sales manager of Black & Decker and Van Dorn.

Milton W. Lusk, an old-timer, has been appointed assistant district manager of the White Co. at Cleveland.

Following the reduction of the Brockway-Indiana Board from 11 to nine members at the annual stockholders meeting, the new board elected G. A. Brockway president of the board, and R. F. Black president of the corporation.

J. W. Dieterich, formerly of Reo, is now a member of the engineering organization of Chevrolet.

Chas. E. Pagett, a truck purveyor since 1915, has been appointed national account representative in New York City by the Pierce-Arrow division of the S.P.A. Truck Corp.

Henry Kirkland, originator of the Save - A - Life campaign, heads the Weaver Mfg. Co. Safety Lane program for 1931.

W. S. Hill is the new sales head of National Motors Mfg. Co. A. L. Rice, vice-president, will devote his entire time to national fleet accounts.

After a little shuffling of general managers in four branches of the Sterling Motor Truck Co., the new set-up finds Mr. Sternberg in Los Angeles; H. O. Roosen in Philadelphia; H. O. Staehling in Chicago, and H. C. Alliston in New York.

B. Willard Garrett, formerly financial editor of the New York Evening Post, is the new head of Public Relations Department of General Motors.

Paul Williams succeeds Wm. W. Sanford, as sales manager of Skinner Motors, Inc., Detroit Mich.

F. P. Steinhauer has been appointed vice-president in charge of national account sales of the Indiana division of Brockway-Indiana Truck Corp.

W. S. Baldwin resigned as sales manager of the Thomas L. Gatke Brake Lining Co., and is back with the Diamond T Motor Car Co. as advertising manager.

Continental Fits E-600's Between 16C and R Series

CONTINUED FROM PAGE 41

@ 2600, 89 @ 2400 and 97 @ 2400.

Pistons are of heat-treated gray iron and have long bearing surfaces. In the cooling system each cylinder is completely surrounded by water. Circulation is also provided between intake and exhaust valve ports, and more than the usual amount between the exhaust port and the top of the cylinder barrel. Circulation is in excess of 1 gal. per min. per hp., it is claimed. Water is carried across the block directly between the two center exhaust valves, normally one of the hottest points in an L-head engine. Lubricating is from a gear type pump through drilled passages. Intake manifolds are of the two-port type as on other Continental six-cylinder engines.

Provision has been made for mounting the starting motor on either side of the flywheel housing; for generator drive capacity for units up to 750-watt capacity; optional single or dual distributor drive; for either an A. C. or Evans fuel pump; for a three to six cu. ft. air compressor; mechanical or velocity governor; thermostat; full flow or partial flow oil filter; oil cooler; air cleaner, and for mounting hydraulic brake cylinder on the flywheel housing. The engines have a crankcase ventilating system. Magneto ignition can also be provided with or without generator, in which case, however, the generator capacity is limited to 350 watts. Provision is also made for tachometer drive.

Intake manifolds are provided with booster brake connections. For fire-pumping engine service dual-ignition cylinder heads are available and a water inlet elbow to the cylinder is provided. For four-wheel-drive trucks the oil pan has been made reversible.

Four or Six in New Gotfredson 1½-Ton

□◆ Two new 1½-ton chassis identical except for engines, one of which is a four and the other a six, have been announced by the Robert Gotfredson Truck Co., Detroit. The four, priced at $975, is designated as RB34 and the six, termed RB36, sells for $1,075. Both carry a gross weight rating of 10,100 lb. and are offered in a standard wheelbase of 136 in. and maximum of 157 in. Engines are unit-mounted Budas.

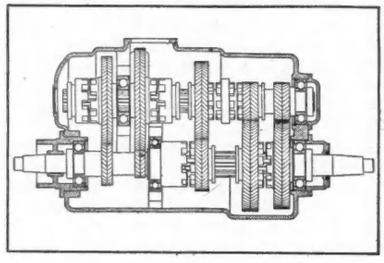
The four is a 3¾ x 4½-in. Model H-199 Buda developing 55½ hp. at 2800 r.p.m., and the six a J214 developing 61.5 hp. at 3000. Other major units include Clark 4-speed transmission, Clark axles, Spicer joints, Ross gear and Midland 5¾ x 2¾ x ¼ in. steel frames.

Cotta Gear Shifts Without Declutching

□◆ Herringbone gears giving quietness and a ratchet type of dog clutch engagement permitting shifting without declutching are the latest features in the five-speed transmission of the Cotta Gear Co., Rockford, Ill. The single-shift lever and two sets of constant mesh countershaft drive pairs are retained in the new design.

The faces of the teeth of the dog clutches (see drawing) are machined at an angle, instead of at right angles to the gear axis, so that engagement is automatically prevented as long as there is relative motion in one direction. However, if the direction of relative motion between the two members to be meshed, is reversed, the members will automatically take hold by sliding into partial engagement along the inclined faces.

Cotta Gear Uses Jaw Clutches



In practice the shift works out somewhat as follows: In shifting from one gear to a higher gear, while getting under way, the gear shift lever is flicked into neutral as the foot pressure on the accelerator is relieved. The lever is then moved into the gate of the gear to be engaged, bringing the faces of the clutch members into contact. As long as the engine-driven gear or shaft is running faster than the mating part, engagement is impossible. However, when the engine speed has dropped to synchronous speed or just slightly below, a slight pressure on the shift lever which has been maintained during this interval causes the high edges or corners of the clutch members to butt against each other, since the relative rotation of the two members has been reversed, and the shift can then be "completed" by sliding the teeth into engagement.

Hug Puts Out Two and Three-Ton Express Models

□◆ Two new six-cylinder trucks, Model 23 rated at 2 tons and Model 42, a 3-tonner, are the latest additions to the Hug Co.'s line of commercial express models. While these units carry maximum load capacities of 6000 and 8000 lb., respectively, they are, with the exception of differences in rear axle, brake drum and shoe, and tire sizes, essentially companion models, being assembled of the same major units. Both are furnished in 160, 175 and 185-in. wheelbases, but Model 42 is also available in 150-in. and 195-in. wheelbases.

The engines are 3¾ x 4½-in., Model H-298 Budas, developing 86 hp. at 3000 r.p.m. Other specifications include Borg & Beck clutches, Fuller 4-speed transmissions; Clark spiral bevel axles; Ross steering gears; four-wheel hydraulic service brakes and disk parking brakes mounted at center of double propeller shafts; and pressed steel 8 x 3 x ¼ in. frames. Additional details are furnished in the specification tables (page 65).

The main points of difference between these models are indicated in the accompanying table.

HUG SPECIFICATIONS

Model	23	42
Capacity	2 tons	3 tons
Wheelbase	160,175,185	150, 160, 175, 185, 195
Tires	7.00/20	8.25/20
Engine		
make	Buda	Buda
size	6-3 ¾ x 4½	6-3¾x 4½
hp.	86 @ 3000	86 @ 3000
Rear axle	Clark B611	Clark B800
drive	spiral bevel	spiral bevel
ratio	5.66:1	6.37:1

White Graduates Line With Two New Series

□◆ In order to provide a complete overlapping range of models from 8000 to 13,000 lb. gross weight, the White Co. has inserted two new series in this range, Models 601, 602 and 611, 612.

Model 60, fitted with 35 x 5-in. pneumatic tires, rated at 8000 lb. and listing at $1,850, is the basic model from which Models 601 and 602 are derived. Model 601 has 7.00/20 tires, is rated at 9000 lb. and lists at $1,900, while Model 602, equipped with 7.50/20's, is rated at 10,000 lb. and priced at $2,050.

Models 611 and 612 are almost identical with Model 61, which will be continued, except that they carry 7.00/20 and 7.50/20 balloon tires, respectively. Model 611 is gross rated at 11,500 and priced at $2,550, which is 1000 lb. and $100 more than Model 61. Model 612 carries a rating of 13,000 and is priced at $2,800.

Profit factors

Thousands of trucks, carrying billions of tons of merchandise, depend upon Hydraulic Brakes. Each truck is an important factor in somebody's business. Each must give economical and efficient service.

Lockheed Hydraulic Brakes are an integral part of this service.

Truck manufacturers in ever-increasing numbers are specifying Lockheeds as standard equipment. Reduced assembly costs resulting from minimum time and labor, plus hearty public acceptance of the Hydraulic principle are *profit* factors that cannot be ignored.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four* BRAKES *Wheel

SOMETHING NEW FOR TRUCKS TO DELIVER

CONTINUED FROM PAGE 19

smaller routes. In either case more truck equipment will be needed. It seems as if the house-to-house type of vehicle with its large load capacity and special frequent stopping and starting design, was expressly developed for this field.

At present frozen juice, packed in special wax cups, is delivered in existing equipment, although, if need for protection against melting is required, insulated bodies or insulated bodies in present bodies will be used.

The launching of this new method of orange juice distribution is so new and has such great potentialities, that it will be well worth both the truck dealer's and operator's time to keep on top of it.

Several pioneer companies have already broken the ground with educational advertising in certain communities with gratifying results. Since the orange as an agent of health and an essential unit of diet has long been a family axiom, little had to be said of the health value of the orange. But there was need of acquainting the American family with the new features of the product, such as the tree-ripe freshness of the juice, although extracted at orchards thousands of miles away, the economy of the modern way of buying, the elimination of the inconvenience of domestic cutting and squeezing, how it will be delivered and how it is defrosted in the home. As a result of advertising along these lines, extracted orange juice as well as other frozen fruits have caught the public fancy, taste and pocketbook, and are rapidly taking their place with milk on the American breakfast menu.

When dairymen were first approached with the idea of adding frozen fruits and juices to their milk deliveries the response was very discouraging. They assumed that the delivery of orange juice might curtail milk and cream sales. The Pure Orange Juice Co. of America, Chicago, one of the earliest pioneers in the field, believing in the economic soundness of freezing juice at the groves and shipping it all over the country, met this resistance by pressing for actual delivery tests. Results were gratifying. Dairymen found after experience that milk sales continued normal and that orange juice deliveries were bringing in extra profits at a very trifling expenditure for promotion. Since that time this company has met with great success in Chicago and is extending its activities to other cities.

And now the National Dairy Product Corp. has announced its entry in the field through its newly formed subsidiary, the National Juice Corp. of New York and Tampa, Fla. Already on trial in five key cities, this new method of delivering orange juice will be extended, according to present plans, to other territories served by the dairy products corporation.

Tom Huston Frozen Foods, Inc., Georgia, another pioneer in the preparation and distribution of frozen fruits, specializing in sliced peaches, considers the milkman the logical retail channel of distribution. P. J. Keating, research division, observes that since the driver has to make stops for milk delivery he could carry a package of frozen fruit up to the house along with the milk, thereby increasing his sales and profits. Mr. Keating believes that full exploitation of fruit juice distribution depends primarily upon education of the public to the freshness of frozen foods and to enlightening them as to the ideal way of serving it.

Borden's Farm Products Co., Inc., with an orange juice plant at Tampa, also is planning to deliver packaged orange juice to householders via its milk distributing facilities. The commercial practicability of the plan as well as its far-reaching possibilities are indicated by the entry of these well-known companies in this comparatively new field.

● Freezing Processes ●

THE process of preparing fruit at the orchard and the transportation methods that follow freezing, up until the time it reaches the breakfast table many miles away, are very simple. This is the way the Pure Orange Juice Co. of America does it:

Only tree-ripe oranges in good condition are picked at the groves. These oranges are pre-cooled at a temperature of about 40 degrees, washed and passed through a roller conveyor where they are inspected and cleaned of defectives. From the conveyor the oranges pass through an automatic grader, which sorts for size and tumbles the oranges down to peeling machines. Peeled oranges pass into extractors where seeds and coarse pulp are removed, leaving only the pure juice to run through a filler tank to an auxiliary freezer where it is converted into slush. The time gap between extraction and freezing is held to a minimum to prevent the deteriorating action of oxidation. Oxidation stops when the juice is in a semi-frozen state. Batches of this slush are transferred to filling machines where the individual containers, wax cups of pint and half-pint sizes, are filled, automatically capped and sealed. These are then conveyed along belts, packed in cartons and placed in a hardening room where a temperature of 10 degrees below zero is maintained. The cartons 15 x 15 x 10 in. carry 48 pint cups or 96 half pint sizes.

Cartons are held in the cold room until shipped in pre-cooled refrigerator cars, which are re-iced all the way along the line, or in trucks equipped with refrigerator bodies. Shipments from central distributing points are by insulated truck or railway express, and in either case shipments to points of not over a night's run arrive in splendid condition because the frozen packages maintain their own refrigeration.

Peaches are processed in very much the same manner but the nature of the fruit requires some variation. This is the way Tom Huston Frozen Foods, Inc., operates:

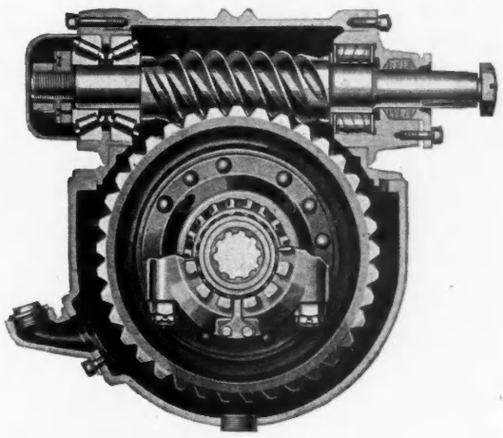
As large a volume of tree-ripe peaches as possible is obtained within a trucking distance of the plant. If the distance is more than 12 hours from the plant, peaches are loaded in refrigerated express cars. It is quite possible, however, that refrigerator trucks will be requisitioned to perform this service as the business grows. The fruit is graded, only tree-ripe fruit going through to the plant where it is run through peelers and out on belts where women workers pare the fruit and extract the kernels. The halves are machine sliced and placed on revolving disks from which cups are filled. Syrup is added to prevent oxidation, after which the cups are capped and immediately placed in freezing tunnels where a blast of air, 30 to 35 degrees below zero, freezes the fruit very quickly. Cups are then placed in cartons, 48 to a case, and the cartons are temporarily stored in a cold room where a temperature around zero is held.

When loading a shipment in freight car or truck, portable tunnels are employed to connect warehouse with car or truck. Truck shipments from warehouse to retail outlets are made in 1½-ton units equipped with refrigerator bodies. Both dry-ice and mechanically refrigerated bodies are used and both give good service.

The National Juice Corp. also hurries the freezing process to prevent oxidation. For three minutes the juice is submitted to vacuum freezing,

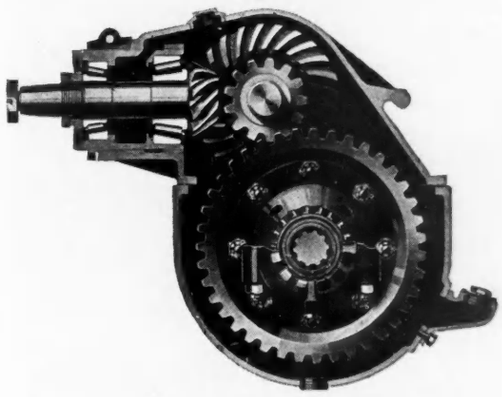
TURN TO PAGE 50, PLEASE

Two facts .... *significant*



1

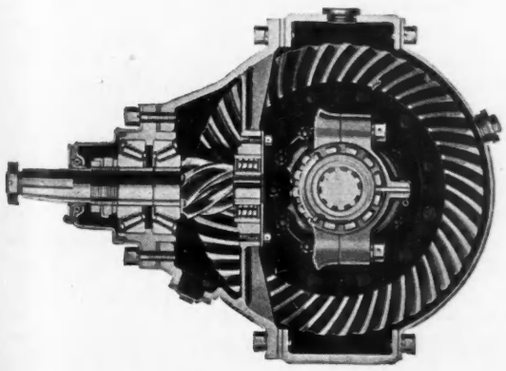
For thirty years Timken's efforts in building axles have been summed up not in "How cheap" but "How well." They still are.



2

More Timken Axles are on the highways today making truck wheels go around, than any other make. If that's controversial—O. K.

THE TIMKEN-DETROIT AXLE COMPANY
DETROIT , , , MICHIGAN



WHAT'S THE MAGIC WAND FOR RATING TRUCKS?

CONTINUED FROM PAGE 28

E. R. BURLEY,
Secretary,
Available Truck Co.

There is no question in the world but that a standardized method of arriving at truck ratings would be a great blessing in our industry and there is very little question but that this rating should be based on the capacity of the axles, bearings and tires. However, the general ability of the truck as dependent upon the engine, transmission and general hook-up, is an important item and should be incorporated in the general method of rating.

We are not as yet prepared to offer anything more definite at the present time, but we have given the matter considerable thought and propose to write you again in the next week on this matter.

The biggest problem at present is in indicating to a purchaser the rugged and oversize construction as produced by most of the independent truck builders as opposed to the passenger car type of construction and high-speed rating adopted by most of the truck builders who are affiliated with the passenger car industry.

HARRY A. SMITH,
Sales Manager,
LaFrance-Republic Sales Corp.

It is evident from specifications which the truck manufacturer receives from municipalities, state and federal governmental departments, as well as from the individual user, that there are no standards existing as to truck capacity ratings.

I believe it is desirable for the industry to have a standardized method of arriving at these ratings because standardization would give the buyer a basis for comparison which he does not have at the present time.

Inasmuch as standardization of ratings cannot be legislated, it must be arrived at through mutual agreement on the part of the manufacturers. If not all agree in this, then a majority could take the lead and believe their stand and the resultant benefits would force all manufacturers into line. For a beginning, eliminate the objections which would permit within a short period of time determination as to whether or not standardization would be feasible.

I do not believe standardization is an impossibility, although am open to conviction on that point. It would seem as though the truck manufacturers could determine a standard for motor truck ratings if the tire manufacturers can arrive at standards for the capacities of their tires. At the present time, however, truck manufacturers are using the same major units in their respective trucks, yet arriving at gross or tonnage ratings that are at variance, and it seems that standardization would solve many existing problems now confronting the industry.

S. A. HOLMES,
Regional Manager,
Fruehauf Trailer Co.

Your recent articles captioned "Are Truck Ratings Drawn From Hats?" and the subsequent discussions on this subject have interested me a great deal.

Some trailer manufacturers have now followed the precedent set by the truck manufacturers, and only last week I have checked three trailer sales made by one company all rated differently, ranging from three to seven-ton capacity and the only difference being the size of the tires.

I have coming to me constantly men who are out to buy from one to five tractor trucks, asking me for my suggestions and recommendations. I merely instruct them to check over the specifications of the different trucks they have in mind and compare them with S.A.E. ratings such as motor, axle, bearing sizes, etc., and buy the job that from a specification standpoint will stand the most grief and give them the best service over a reasonable expectant life.

I quite agree that some action is necessary to get a standardized rating on trucks and trailers that will be reasonably comprehensive. I have no suggestions that will be original but believe that the S.A.E. standardizing committee could lay out a reasonable chart including tire sizes, bearing sizes, axle spindle sizes, spring sizes and frame sizes that would, apart from the motor, clutch, or transmission specifications, give the average purchaser a reasonable idea of just what the job he is buying is capable of doing.

MILLERS ON TRUCKS MAKE A NEW MARKET

CONTINUED FROM PAGE 18

been charging from seven to nine cents per hundredweight. The difference is slightly in favor of Mr. Petersen's rate.

Other truck-millers charge more; or less. The differences depend somewhat upon circumstances which vary, frequently, with each locality.

But the outstanding fact is this: that with both types of mills asking very nearly the same rate, the truck-miller will get the business because he saves the farmer's time and his transportation costs. And, naturally, the farther a farmer lives from a stationary mill, the happier he will be to have a truck-miller come out to the farm to do his grinding for him.

Like many other occupations, the best time for grinding is seasonal, varying with the time of harvest and feeding practices in a given locality; but there is some grinding all the year round.

In Mr. Petersen's territory in Southern Minnesota, the best season is considered to be from September to January. From October 1930 to January 1931—Mr. Petersen began milling in October—his gross daily receipts ranged from $2.25 to $37.75. Those figures are from his records. He estimated that during this period his daily average income was between $20 and $25. He concluded therefrom, that even if the rest of the year returned a smaller average income, a man could easily make a comfortable living at this new occupation.

His total investment of $2,000 is itemized as follows: hammer-mill, $400; gasoline motor (supplying power to the mill) $900; the truck (not new) plus the cost of assembling plant, accounts for about $700 more.

• Has Monopoly •

MR. PETERSEN is, so far, the only truck-miller in Tyler. In another town seven miles distant there are two owners, each having one mill. In a larger town thirty miles distant there are three mills in operation. While each mill in these instances has its individual owner, there appears to be no reason why one man could not own and operate several mills. Many communities hereabouts do not yet have any mills; and the number of mills which can operate profitably in any given territory depends, apparently, only upon the extent of local need for grinding service.

The world's lowest priced 2-ton truck

$895

2-Ton Chassis at the Factory

THINK of it! A husky, 6-cylinder 70-horsepower truck with Timken axles, 4-speed transmission, 4-wheel brakes and every other modern feature essential for long life and low-cost operation—all for $895.

Studebaker also sets another record for value by offering the most powerful 1½ ton truck ever sold as low as $695.

They are built to be worthy of Studebaker's 79-year-old standards of quality.

6 CYLINDERS
70
HORSEPOWER

2 TON

148" CHASSIS . . $895
160" CHASSIS . . $945
136" CHASSIS . . $945

Dual rear wheels standard. Auxiliary springs optional at extra cost

1½ TON

130" CHASSIS . . $695
160" CHASSIS . . $775

Dual rear wheels and auxiliary springs optional at extra cost

Prices at the factory
Bumpers extra

BODIES

Cabs and all standard bodies available with both 1½ and 2 ton chassis including express, canopy, grain, cattle, stake, platform, panel and screen. Complete half ton Panel or Screen units $895 at factory

STUDEBAKER *Trucks*

The Potential Farm Market is 3,186,000

CONTINUED FROM PAGE 24

All evidence points to the fact that farmers need trucks of from ½ to 2-ton capacity, as a whole, with 1 to 1½-ton sizes the heavy favorites. In recent years there has been a decided trend toward the 1 to 2-ton class.

Bodies, as a rule, should be designed for general purpose and should be rather large for the rated capacity to permit of handling large bulky loads of light materials, if so needed.

Farming is not one business but a group of businesses. The needs of various kinds of farm enterprises vary as much as those of merchants.

For instance, market gardeners located near large cities who sell on farmers' markets frequently find trucks of 2 to 10-ton capacity the most profitable. Fruit and vegetable growers who haul considerable distances to market find 3 to 10-ton trucks desirable. Those who have considerable heavy hauling about the farm and to the local shipping point find the 1 to 2-ton trucks best, and those who sell at the farm gate find the ½-ton truck satisfactory.

Many large fruit growers, and they are legion, want trucks of considerable tonnage if they have much hauling to do, and frequently use trucks for power purposes other than hauling.

For the fresh milk business medium to heavy tonnage trucks are found most profitable. For hauling cans the platform body suffices, but the glass-lined tank for bulk has great merit.

In hauling livestock of course a stock bed is needed. If volume is sufficient the 5 to 10-ton truck is most profitable except on very long or very short hauls. Double-deck beds are desired where considerable quantities of sheep or hogs are hauled.

Closed trucks with protection against the weather are needed for hauling flowers, mushrooms, late vegetables and various products in winter in northern regions. In some cases exhaust or stove heat is necessary. However, most of these activities are carried on by truckers—those who make a living from trucking—as distinguished from farmers. That is another problem.

The general experience of farmers has been that it does not pay them to engage in trucking to market more than 15 to 20 miles, or in a relatively few cases up to 40 to 50 miles. Long-distance trucking to market is a business in itself, and farmers have found it most economical and desirable to let others do it. There are, of course, a multitude of individuals who are part-time farmers and primarily truckers, who also haul for others.

Of those who owned trucks 85 per cent in Illinois and 81 per cent in Indiana stated they were for farm use only. In the Shenandoah Valley sections only 13 per cent of the truck movement of fruits and vegetables to market was found to be by farmers.

Designing A Fleet Home

CONTINUED FROM PAGE 37

to charge storage batteries and make electrical tests. Plumbing and fixtures should be acid-proof, and bench tops where batteries are handled also should be acid-proof. Ventilation is very important in this department.

All pipe lines which are needed at the present or which may be used in the future should be provided for.

Good lighting pays. It has been the practice to skimp on electric wiring and fixtures, but it is now realized that efficient night light must now be provided, and "efficient" means light free from glare as well as with light enough for the job.

For each one thousand square feet of floor area, one gallon extinguisher and two sand pails should be provided. At least one extinguisher and one sand pail should be placed in each oil and grease storage room and at each gasoline and oil filling station.

In garages for the larger fleets, provision should be made for a complete tire repair shop and storage.

Something New for Trucks to Deliver

CONTINUED FROM PAGE 46

then packed semi-frozen in containers, sealed and transferred to a hardening room held to minus 10 degrees. A few hours later the packages are stored in another room kept at a near-zero temperature until shipped.

Just what the eventual possibilities of this industry are is still open to interesting speculation, but present developments do reveal some very positive landmarks, among which is the establishment of a year around market for citrus and other fruit growers and a great new market for trucks in wholesale and retail distribution. Distribution by the way of the milk route seems popular and may be the final answer. If this proves true, joint delivery may reduce the cost of juice and dairy products to the consumer, increase the number of routes and, of course, the market for motor equipment.

Our Ear to the Ground

CONTINUED FROM PAGE 13

● Harold G. Hoffman, New Jersey's motor vehicle commissioner, favors unlimited truck license reciprocity. He said so before Pennsylvania truckmen. Indiana's commissioner, bless him, is similarly disposed, Tom Snyder of Indianapolis reports. Maybe with such nuclei (make it hubs if you feel like it) reciprocity will get somewhere.

● It is said that only about 25 per cent of the 6750 exclusive Ford dealers are doing a good job selling trucks. You can figure out for yourself that at this rate there can't be more than 2000 good Ford truck salesmen in these so-called United States.

● For two money-making E.t.t.G. items, leaf back to pages 18 and 19.

"Print This Letter"

CONTINUED FROM PAGE 43

third differentials and etc. And I guess they are going to be used more. And I hear that a company has found out a way how to operate a mechanical brake hydraulic. Maybe they figger they won't have to put boosters on the big jobs if they use that. I'm just guessing. Talking about boosters, there is a new one being turned out 'round here. They call it the Velvet Power Brake and it works slick. They got it worked out for both trucks and trailers. They use this here engine vacuum to work it. Some of the cos. around here are also putting these Warner electric brakes on trailers.

Guess they got trouble selling salt these days, Hook. I hear they're going to put some in valves for truck engines at one Co. anyway. The guy who told me says that the idea is to drill out the valves and fill 'em up with salt, and that the salt carries the heat out of the head and up the stem for cooling in the guide. Sounds pretty good to me. I got a couple of jobs I been having all kinds of trouble with what with burning up valves and everything.

Did you know Hook as how they got scales now on some of the roads in Mich. I got to run down to Toledo a lot and there's some guys down there that stops you coming back and makes you run up on some scales to see that you ain't carrying more load than you should. These here lawyers says we can only haul so much stuff on one set of tires so maybe Jim and me we'll have to get a couple six-wheel trucks for some of the work. Only Jim and me we can't decide just what we want yet. They's a Co. out north of here a little ways, a big one too, which is working on a lot of a new stuff with live and dead axles, auxiliary transmissions, and a lot of other tricks.

Jim and me hear they's a lot of the big truck Co.'s working on lines of trailers using their own truck axle parts and such. What's the idea?

And how about this freewheeling business they got on automobiles now. Sure, I can see how it works, but what about trucks? And these here automatic clutches they been talking about perhaps putting on automobiles. How about them for trucks?

Maybe you want to print this letter, seeing as how I told you a lot of stuff here as hasn't been printed yet in COMMERCIAL CAR JOURNAL that I can see. That's okay with me. Agnes—that's my wife—always said as how I should write a book or something about all the stuff I know—and that's no kidding.

Fraternally yours,
(HOWDY) BILL PARKER.
Detroit, Mich.

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 80)

A.C.F. lists six new models, three trucks of 5½ tons and more, Models T-160, T-175B and TT-175A, and three tractor trucks, Models 175A, 7½ tons; 175B, 6½ tons, and 160, 6 tons.

Of the Fisher-Standard line of 48 models included in the specifications, there are: Models J-B, ¾ ton; Spec. X, 1-1½ ton; 10-AX, ½-2 ton; 10-AX, 1½-2 ton; 15-A and 16-A, 1½ ton; 30-A and 31-A, 3 ton; 61-A, 3½ ton; 80-A and 85-A, 4 ton and 100-A and 105-A, 5 ton.

General Motors lists Model T-83, 5 ton; T-83, 5-7 ton and tractors T-31, 4-5 ton and T-83, 10-12 ton.

Mack adds Model BF, 2½ ton; AK six-wheelers and two six-wheel tractors AK 6-20 and AC 6-20.

Reo lists three new models, two 1½-ton trucks, Models 1A, 1C and LB, LD, and one four-tonner, Model HJK. All three are described on page 40.

Woods schedules five models, ranging from 1½ to 3½ tons, Models 32, 41, 45, 53B, 53W, and 75.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. 175A-7½		155	75000	11000	B-L 1714	U	4	No	7.48	52.8	T-175A
A.C.F. 175B-6½		155	60000	10250	B-L 1714	U	4	No	7.46	52.7	T-175B
A.C.F. 160-6		155	60000	9700	B-L 1714	U	4	No	7.46	52.7	T-160
Autocar DT	3500	140	20000	5300	B-L 51	U	4	No	6.30	33.7	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.3	65.1	SHS 3½
Autocar SCHST	4800	145	40000	8180	Own T	U	4	A	10.3	65.1	
Autocar FT	6800	153	60000	11000	B-L 70	A	7	No	11.66	109	F 5½
Brockway 90		137	15750	3850	B-L	U	4	No	5.12	20.9	90 1½
Brockway 140		138	24500	5500	B-L	U	4	No	6.6	35.3	140 2½
Brockway 170		138	29750	6800	B-L	U	4	No	16.4	46.6	170 3
Brockway 195		138	34125	7500	B-L	U	4	No	6.8	49.5	195 4
Brockway 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Brockway 190		139	33250	7625	B-L	A	7	No	7.75	78.6	190 3
Brockway 250		146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290		146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago 1-76-D	2071		159		8740	B-L 60 Max	A	7	No	7.6	77.2
Condor CB		118		3875	Cov A-4 J	U	4	No			
Condor CC		122		4820	Cov W4J	U	4	No			
Condor CD		122		5020	Cov W4J	U	4	No			
Condor CF		118		5200	Cov Rus	U	4	No			
Condor CGW		153		8950	Cov Rus	U	4	No	6.3	41.0	
Corbitt 9B6T		139	18000	4200	BL-214	U	4	No	6.8	43.6	
Corbitt 12B6T		152	20000	4955	BL-51	U	4	No	7.40	48.8	
Corbitt 15B6T		157	25000	5980	B L-51-5	U	5	No	7.80	46.5	
Corbitt 18D6T		159	30000	7600	BL-615	U	5	No	7.33	48.0	
Corbitt 24D6T		165	40000	9200	BL-70	U	7	No	8.15	76.6	
Diamond T 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216 1½
Diamond T 303	1805	137	20000	4800	Cov	U	4	No	Opt	Opt	303 2½
Diamond T 504	2735	135	24000	6200	Cov	U	4	No	Opt	Opt	504 3
Diamond T 551	2310	131	28000	5600	Cov	U	4	No	Opt	Opt	551 3
Diamond T 603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603 4
Diamond T 750	4880	147	40000	8300	Cov	A	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.38	55.2	F-40 2
Dodge Bros. F60	2645	146	18979	5543	Own	A	4	No	8.44	57.8	F-60 3
Federal A6TW	2360	140	25000	4890	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	158	32000	6525	Own	A	4	No	8.75	57.0	T10W 3
Federal U6	3860	143	43000	7155	B-L 55	A	7	No	8.75	83.1	
Federal 4C6A	4735	144	50000	8120	B-L 55	A	7	No	8.67	82.3	4C6A 5
Federal 4C6AB	4960	144	50000	8505	B-L 55	A	7	No	8.67	82.3	4C6AB 5
Federal X8	5085	155	65000	9650	B-L 60	A	7	No	11.6	111	X8 5½
Federal X8R	5810	155	65000	9900	B-L 60	A	7	No	11.6	111	X8R 5½
Freeman BAT-144 7T.	6450	144		9800	Ful HU16	U	4	A8	8.53	155	BAS-156 5½
Freeman GLT-144 7½	7050	144		10500	Ful HU16	U	4	A8	8.53	155	
(X)Gen.M. 2216 2½-3	885	130	14000	2990	Mun	U	4	No	6.8	37.8	
(X)Gen.M. 2513 2½-3	1345	130	14500	3575	Mun	U	4	No	6.8	34.5	
(X)Gen.Mot.T263-3½	1450	130	17000	3905	Mun	U	4	No	6.60	33.5	
(X)Gen.M. 3204 3-4T	1700	141	19000	4705	Mun	U	4	No	6.43	32.7	T-30 3
(X)Gen.Mot.T-31 4-5	1845	141	20000	4695	Mun	U	4	No	6.43	40.5	T-31 3
(X)G.Mot. 4201 4-5 T.	1845	141	20000	4725	Mun	U	4	No	7.14	36.2	T-42 2½
(X)G.Mot 4404 5-6½	2095	141	25000	5095	Mun	U	4	No	9.45	48.0	T-44 4½
(X)Gen.Mot.T515-6½	2625	155	25000	6250	Mun	U	4	No	7.14	44.1	T-51 5½
(X)Gen.M.T556½-7½	2750	155	27500	6390	Mun	U	4	No	9.45	58.4	T-55 5½
(X)G.Mt. 6208 7½-8½	3250	154	34000	7150	Mun	U	4	No	10.7	65.9	
(X)Gen.M.T617½-8½	3525	154	34000	7045	Mun	U	4	No	10.7	65.9	
(X)G.Mt. 8205 8½-10	3970	155	37000	7735	Mun	U	12	A	12.3	171	
(X)G.Mt. 8206 10-12T.	4055	155	45000	7880	Mun	U	12	A	12.3	171	T-82 5½
(X)Gen.Mot.T83-10-12	4275	155	45000	8065	Mun	U	12	A	12.3	171	
(X)Gen.Mot.T85 10-12	5800	171	45000	10800	Ful	U	4	No	10.5	66.1	
(X)G.Mt. 9003 12-15	5455	185	50000	9775	Mun	U	12	A	10.3	144	
(X)Gen.Mot. T9515-18	7675	189	60000	13540	Ful	U	4	No	8.5	53.3	
(X)Gen.Mot. T9615-18	7325	189	60000	13140	Ful	U	4	No	9.11	57.1	
Gramm AX4 2-3		131		3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2-3		131		3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3-4		131		3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3-4		131		3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4-6		131		3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4-6		131		3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3-5		118		4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4-6		122		4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5-8		122		5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6-9		122		5800	Cov Rus	U	4	Op	5.57	37.8	E 3
Gramm GW 10-15		157		8925	Cov Rus	U	4	Op	6.3	42.8	GW 5
Hug 98		Op			B-L714,703	U	12	A3	10.26	139	98-6 6W
Indiana 89		137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140		138	24500	5500	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170		138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195		138	34125	7500	B-L	U	4	No	6.8	49.5	195 4
Indiana 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Indiana 190		139	33250	7625	B-L	A	4	No	7.75	78.6	190 3

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
Indiana 250		146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290		146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International AW-2	675	136		2980					5.29	72.4	AW-2 1½
International A-L 3	1450	138		4300	W-G T7	U	4	No	6.50	42.9	AL-3, 1½
International A-2	675	136		2800	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2	1450	136		2830	M. M. 'O'	U	3	No	6.16	47.3	B-2 1½
International A-4	1860	145		5070	Own A5	U	5	No	6.5	47.8	
International A-5	2550	140		5575	Own A-5	U	5	No	7.16	52.6	
International A-6	2675	156		5756	Own	U	5	No	8.50	76.8	A-6 3
International HS-54		130		7675	Own	U	5	No	6.85	60.5	
International HS-54C	3850	130		7900	Own	U	5	No	7.22	63.7	
International W-1	3850	130		8100	Own	U	5	No	6.85	60.5	W-1 2½
International HS-74		144		9530	Own	U	5	No	7.85	70.5	
International HS-74C	4850	146		9955	Own	U	5	No	8.81	79.1	Hs-74c 3½
International W-3	4850	144		10100	Own	U	5	No	7.85	70.5	W-3 3
International HS-104C	5500	146		10425	Own	U	5	No	10.1	90.5	HS-104C 5
LaFrance Rep. M-2T		147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 4
LaFrance Rep. 35-2T		147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 5½
Mack BL 2 Ton	2500	138			Own BL	U	4	No	4.86	24.0	BL 1
Mack BG 3 Ton	3000	138			Own BG	U	4	No	4.90	24.2	BG 1½
Mack AB 5-6 Ton	3500	123			Own AB	U	4	No	8.87	43.0	AB 2
Mack AB 5-6 Ton	4300	123			Own BG	U	4	No	5.1	24.6	AB 3
Mack BC 6-8 Ton	5250	142			Own BC	U	4	No	6.69	39.1	BC 4
Mack BC 7-10 Ton	5500	142			Own BC	U	4	No	7.17	46.1	BC 5
Mack BJ 7-10 Ton	6150	169			Own BJ	A	4	No	4.25	22.4	BJ 5
Mack AK 7-10 Ton	5150	134			Own AC	J	4	No	5.99	38.1	AK 5
Mack AK 7-10 Ton	5250	134			Own AC	A	4	No	5.14	41.1	AK 5
Mack AC 7-15 Ton	b	128			Own AC	J	4	No	6.46	41.5	AC 7½
Mack AP 20 Ton	9500	191			Own AP	J	4	No	6.46	41.5	AP 5½
Mack. AC6-20, 6 wh.					Own BK	J	4	No	7.06	45.3	AK-6 6 wh.
Mack AC 20 T. 6Wh.		197			Own AC	J	4	No	7.06	45.3	
Mack. AK6-20-6 wh.					Own BK	J	4	No	7.06	45.3	AC6.6 wh.
Mack AP 20 T. 6Wh.		197			Own AP	J	4	No	7.06	45.3	AP-6wh.10
Netco TC		135			B-L 55-4	U	4	No	7.75	54.2	C 2½
Netco TE		140			B-L 55-5	U	5	No	8.00	56.0	E 3½
Pierce-Arrow XB	3750	140		6180	Own XB	A	4		9.25	50.2	XB 3
Pierce-Arrow RD	5400	133		8650	Own RD	A	4		7.8	41.5	
Pierce-Arrow RF	5600	132		9340	Own RF	A	4		10.0	51.9	
Relay 40	3240	138		5300	B-L 35	U	4		6.45	34.5	40 2
Relay 60	4480	142		7350	Ful VU	U	5		7.88	58.5	
Reo FH	1545		13600	4165	Own	U	4	Op	5.7	72.6	FH 2
Reo GD	2085		19000	4570	Own	U	4		6.14	77.8	GD 3
Schacht TR		146		6600	Ful VUOG	U	5	No	7.8	55.1	
Stewart 30	695	110		2977	Cla	U	4	No	5.6	35.8	30
Stewart 30X	795	110		3018	Cla	U	4	No	5.6	35.8	30X 1½
Stewart 40	895	110		3350	War	U	4	No	5.6	35.8	40 1½
Stewart 40X	995	110		3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 34X	1195	135		3710	War	U	4	No	5.6	22.0	34X 1½
Stewart 28X	1495	130		4058	Ful	U	4	No	6.37	47.0	28X 2
Stewart 29XS	1695	135		4960		U	4	No	6.37	44.0	29XS 2
Stewart 32X	1990	148		5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X	2690	148		5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 35X	2590	149		5880	Ful	U	4	Op	7.1	46.1	35X 3
Stewart 19X	3690	147		7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X	4990	150		8440	Ful	A	8	U	10.5	15.1	31X 5
Stewart 27X	5700	150		9987	Ful	A	8	U	8.56	93.8	27X 5½
Studebaker S-40	945	148		3650	WGASI T9	U	4		5.83	37.4	S-50 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	
Walter FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	
Ward La Fra. 75D-15T		Op		10000	B-L 70 Max	A	7		Opt	Opt	
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210 211		133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 2112½
White 212		133	20000		Own 8B	U	4	No	5.67	23.4	212 2½
White 55 3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56 2	3125	165	20000	5276	OwnGRBB	U	4	No	6.33	26.2	56 2
White 58 3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61 1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611 2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612 2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620 2½	4350	145	25000	7300	Own 4B	U			6.38	41.8	620 2½
White 621 3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630 3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631 3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 3½
White 640 3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641 3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642 4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643 5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 5

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 1/4 x3 3/4	194.0	26.3	50–2600	H	G	C	...	...	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	435	109	109	4025	1855	B 5.00/19	B 5.00/19	Own	4-3 1/8 x4 3/4	196	21.0	45–2800	L	G	A	2 1/4	6 1/8	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	515	109	109	4125	1950	B 5.25/19	B 5.25/19	Own	6-3 1/8 x4 1/2	189.8	23.4	61–3400	L	C	A	2 1/4	6 1/8	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.....	595	...	...	...	1935	B 5.00/19	B 5.00/19	Own	6-3 1/8 x4 1/2	189.8	23.4	...	L	C	...	...	...	...	FP	No	Str	V	N-E	N-E	4
5	Ford.....A	340	103	...	...	1680	B 4.75/19	B 4.50/20	Own A	4-3 3/4 x4 1/4	200.5	24.0	40–2200	L	G	A	1 3/4	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11...	625	109	141	3800	1980	B 5.00/19	B 5.50/19	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	6
7	(X) Gen. Mot.....T-15	...	121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	7
8	Paige.....	895	115	...	4460	2350	B 5.50/19	B 5.50/19	Own	6-3 1/2 x4 1/2	207	23.4	70–3200	L	C	A	2 1/4	10 3/4	7	FP	No	Ste	M	D-R	D-R	8
9	Reo.....Jr. 15	785	115	...	...	...	B 6.00/18	B 6.00/18	Con 19E	6-3 3/4 x4	214.7	27.3	60–2800	L	C	A	...	...	...	PC	No	Sch	P	D-R	D-R	9
10	Studebaker.....S1	595	114	114	...	2330	B 5.25/19	B 5.25/19	Own	6-3 1/2 x4 1/2	221	21.3	70–3200	L	C	C	2 1/2	8 11/16	4	CC	No	Str	M	D-R	D-R	10
11	Willys Six.....C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3 1/4 x3 1/8	193.0	25.3	65–3400	L	C	C	2 3/8	6 3/16	4	CC	No	Tll	M	A-L	A-L	11
	1500 Pounds																									
12	Dodge Brothers.....	695	124	124	4760	2260	B 5.50/20	B 5.50/20	Own	4-3 5/16 x4 1/4	175.4	21.0	45–2800	L	G	S	2 3/8	6 1/2	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Brothers.....	745	124	124	4760	2380	P 30x5	P 30x5	Own	4-3 5/16 x4 1/4	175.4	21.0	45–2800	L	G	S	2 3/8	6 1/2	3	PC	No	Car	V	D-R	D-R	13
14	Dodge Brothers.....	795	124	124	4860	2360	B 5.50/20	B 5.50/20	Own	6-3 1/8 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 11/16	7	PC	No	Zen	V	N-E	N-E	14
15	Dodge Brothers.....	845	124	124	4860	2480	P 30x5	P 30x5	Own	6-3 1/8 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 11/16	7	PC	No	Zen	V	N-E	N-E	15
16	Fargo Clipper.....	725	...	...	...	2340	B 5.50/18	B 5.50/18	Own	6-3 1/2 x4 1/2	195.6	23.4	...	L	C	...	...	...	...	FP	No	Str	V	D-R	D-R	16
17	Fisher-Std.....JR-BX	...	120	128	6800	2800	P 30x5	P 30x5	Con W10	4-3 1/2 x4 1/4	200.5	24.0	48–2800	L	G	A	2 1/4	8 1/2	3	FP	No	Zen	M	A-L	A-L	17
18	(X) Gen. Mot. T15..	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	18
19	Internat'l ...Spec. Del	...	124	124	...	2200	B 5.25/20	B 5.25/20	Wau XA	4-3 1/8 x4 1/2	173.0	19.6	30–2700	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	19
20	International...AW-1	650	136	136	...	2620	B 5.25/20	B 5.25/20	Wau XA	4-3 1/8 x4 1/2	173	19.6	30–2700	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	20
21	Relay.....15AA	1370	131	...	...	3750	P 30x5	P 30x5	Con 17E	6-3 3/4 x4	214.7	27.3	52–2200	L	C	C	2 1/4	9 11/16	7	PC	No	Str	V	A-L	A-L	21
	1 Ton																									
22	Atterbury.....A	...	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3 1/4 x4 3/4	201.4	21.6	64–2800	L	G	C	2 3/4	...	4	CC	...	Zen	G	D-R	D-R	22
23	Brockway.....60	...	132	141	6000	3200	P 30x5	P 30x5	Con	6-3 1/8 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	CC	No	Zen	M	A-L	A-L	23
24	Brockway.....65	...	137	141	6500	3400	P 30x5	P 30x5	Con	6-3 1/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/4	7	CC	No	Zen	V	A-L	A-L	24
25	Commerce.....S-11	1600	142	162	...	3900	P 30x5	P 30x5	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/4	8	4	PC	No	Zen	V	A-L	A-L	25
26	Condor.....CAV6	...	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3 3/4 x4	214	27.4	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Tll	M	A-L	A-L	26
27	Day Elder.....60	1095	135	156	6000	3200	B 6.00/20	B 6.50/20	Con 25A	6-3 3/4 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Zen	M	D-R	D-R	27
28	Dodge Brothers.....	810	133	133	5840	2470	P 34x5	P 30x5	Own	4-3 5/16 x4 1/4	175.4	21.0	45–2800	L	G	S	2 3/8	6 1/2	3	PC	Ha	Car	V	D-R	D-R	28
29	Dodge Brothers.....	910	133	133	5940	2570	P 30x5	P 30x5	Own	6-3 1/8 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 11/16	7	PC	Ha	Zen	V	N-E	N-E	29
30	Douglas.....A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3 3/4 x4	214.7	27.3	61–3000	L	C	C	2 1/4	10 1/2	7	FP	No	Zen	M	A-L	A-L	30
31	Fargo Freighter....	795	...	...	7350	2725	B 6.00/20	P 32x6	Own	6-3 1/2 x4 1/2	189.8	23.4	...	L	C	...	...	...	...	FP	No	Str	V	N-E	N-E	31
32	Fisher-Std. Sp. X-1-1 1/2	...	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4-4 1/8 x4 1/4	227	26 8	52–2400	L	G	A	2 1/4	5 7/8	3	FP	No	Zen	M	A-L	A-L	32
33	Garford.....S-11	1600	142	16..	...	3900	P 30x5	P 30x5	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/4	8	4	PC	No	Zen	V	A-L	A-L	33
34	(X) Gen. Mt. T15 or T17	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	34
35	Gramm...AX4, 1-1 1/2	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4-3 7/16 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Tll	M	A-L	A-L	35
36	Gramm...AX-6, 1 1/2	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3 3/4 x4	214	27.4	74–3300	L	C	A	2 3/8	6 3/8	4	FP	No	Tll	M	A-L	A-L	36
37	Gramm-Bernstein...10	...	129	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4-3 3/4 x5	220.9	22.5	43–2350	L	G	C	2 1/2	9 11/16	...	FP	No	Zen	G	A-L	A-L	37
38	Hahn & Selden.....7	...	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6-2 7/16 x4 3/4	185.0	19.8	45–2300	L	G	C	2 1/4	4	4	FP	No	Zen	V	A-L	A-L	38
39	Indiana.....60	...	132	141	6000	3200	P 30x5	P 30x5	Con	6-3 3/4 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	CC	No	Zen	M	A-L	A-L	39
40	Indiana.....64	...	137	149	6500	3400	P 30x5	P 30x5	Con	6-3 1/2 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/4	7	CC	No	Str	V	A-L	A-L	40
41	Int. 6 Sp. Spec.....	...	124	124	...	2513	P 30x5	P 30x5	Wau XA	4-3 1/2 x4 1/2	173.0	19.6	30–2700	L	G	C	2	6 7/8	3	PC	No	Zen	V	D-R	D-R	41
42	LaFrance-Republic A-i	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6-3 3/4 x4	201.5	21.5	60–2500	L	G	C	2 3/4	7	4	PC	No	Zen	V	A-L	A-L	42
43	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3 3/4	201.5	21.5	60–2500	L	G	C	2 3/4	7	4	PC	No	Zen	V	A-L	A-L	43
44	LeMoon.....HB10	1500	140	152	7500	3300	B 6.50/20	B 6.50/20	Con 16C	6-3 5/16 x4 5/8	248.0	27.3	65–2800	L	C	C	2 3/8	10 1/4	7	PC	No	Str	G	D-R	D-R	44
45	Relay.....15AB	1400	131	...	...	3800	P 30x5	P 30x5	Con 17E	6-3 3/4	214.7	27.3	52–2200	L	C	...	...	...	...	PC	No	Str	V	A-L	A-L	45
46	Relay.....S11	1700	142	162	...	4050	P 30x5	P30x5	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/4	...	4	PC	No	Zen	V	A-L	A-L	46
47	Reo.....DF Tonner	1095	129	135	8000	3200	B 6.00/20	DB6.00/20	Own	6-3 3/4 x5	268.3	27.3	85–3200	L	C	A	2 3/4	12	7	PC	No	Sch	V	D-R	D-R	47
48	Reo.....DF Tonner	895	129	135	8000	3200	B 6.00/20	P 32x6	Own	6-3 3/4 x5	268.3	27.3	85–3200	L	C	A	2 7/8	12	7	PC	No	Sch	V	D-R	D-R	48
49	Rugby.....614	...	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6-3 1/4 x4	199.0	25.3	71–3300	L	G	S	2 1/4	6 1/4	4	PC	No	Str	M	A-L	A-L	49
50	Service.....S11	1600	142	162	...	3900	P 30x5	P 30x5	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/4	8	4	PC	No	Zen	V	A-L	A-L	50
51	Stewart.....30	695	130	140	...	2977	B 6.50/20	B 6.50/20	Lyc AFE	4-3 3/4 x4 1/2	199.0	22.5	50–2600	L	G	C	2 1/4	7 1/4	3	PC	No	Str	V	D-R	D-R	51
52	Stewart.....30X	795	130	140	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6-2 7/16 x4 3/4	185.0	19.8	55–2600	L	G	C	2 1/4	7	4	PC	No	Str	V	D-R	D-R	52
53	White.....15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4-3 3/4 x5 1/2	226.4	22.5	31–1600	L	G	C	...	...	2	PG	No	Zen	V	L-N	L-N	53
54	White.....60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6-3 1/2 x4 1/2	260.0	29.4	54–2100	L	S	S	2 3/4	9 1/4	7	FP	No	Zen	V	D-R	D-R	54
55	World.....DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6-3 3/4 x4	201.5	21.6	63–2900	L	G	C	2 3/4	7	4	CC	No	Zen	V	A-L	A-L	55
	1¼ Ton																									
56	Brockway.....75	...	137	149	7500	3450	P 32x6	P 32x6	Con	6-3 5/16 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/4	7	CC	No	Zen	V	A-L	A-L	56
57	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4-3 3/4 x5 1/4	226.4	22.5	36–1800	L	G	C	2 1/4	7 11/16	3	PC	No	Zen	V	Spl	D-R	57
58	(X) GMT T-15 or T-17	680	130	141	6500	2670	B 5.50/20	P 32x6	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	58
59	Gotfredson.....RB 24	...	131	160	...	3200	P 30x5	P 30x5	Bud WTU	4-3 3/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/4	7 11/16	3	PC	No	Zen	V	D-R	D-R	59
60	Gotfredson.....RB 26	...	136	...	3500	3400	P 30x5	P 30x5	Own	6-3 3/4	214.7	27.3	...	L	...	...	...	...	...	PC	No	Joh	V	D-R	D-R	60
61	Indiana.....11X	...	120	120	8000	3350	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	61
62	Indiana.....11	...	129	165	8000	3500	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	62
63	Indiana.....74	...	137	149	7500	3450	P 32x6	P 32x6	Con	6-3 1/4 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/4	7	CC	No	Str	V	A-L	A-L	63
64	International....S-24	...	130	...	...	3222	P 30x5	P 30x5	Lyc CT	4-3 3/4 x5	220.9	22.5	43–2350	L	G	C	2 1/2	9 1/8	5	PC	No	Zen	V	D-R	D-R	64
65	International....S-26	...	130	...	...	3250	P 30x5	P 30x5	Lyc 48L	6-3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 1/2	8 1/4	4	PC	No	Zen	V	D-R	D-R	65
66	Kenworth.....70	1375	140	152	...	3450	P 30x5	P 30x5	Con 18E	6-3 3/4 x4 1/2	214.7	27.3	61–3000	L	C	A	2 1/4	8 1/4	4	PC	No	Zen	M	D-R	D-R	66
67	LaFra.-Republic...C-1	...	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 48L	6-3 1/4 x4 1/2	224.0	25.3	61–2750	L	G	C	2 1/2	8 1/4	4	PC	No	Zen	V	A-L	A-L	67
68	Moreland.....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6-3 3/4 x4	214.7	27.3	61–3000	L	S	C	2 1/4	9 1/2	7	PC	No	Zen	V	A-L	A-L	68
69	Studebaker.....40	1245	146	...	...	3105	P 30x5	P 32x6	Own	6-3 5/16 x4 1/2	221.0	27.3	70–3200	L	C	C	2 1/4	8 11/16	4	PC	No	Str	M	D-R	D-R	69
	1½ Ton																									
70	Acme.....3X	...	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6-3 5/16 x4 5/8	248.3	22.3	66–3200	L	C	C	2 3/4	10	7	PC	No	Str	M	A-L	A-L	70
71	Atterbury.....K	...	145	160	8000	3640	F32x6	P 32x6	Lyc WTG	6-3 1/4 x4 3/4	201.4	21.6	64–2800	L	G	C	2 3/4	...	4	CC	...	Zen	G	D-R	D-R	71
72	Autocar.....A	3200	150	192	12000	5060	P 34x7	P 34x7	Own	6-4 1/4 x4 3/4	358.0	38.4	52–2400	L	G	C	3	13 1/4	7	FP	Pe	Str	V	D-R	D-R	72
73	Available.....T-10	...	...	Op	9000	4000	P 30x5	P 30x5	Con 18E	6-3 3/4 x4 1/2	215.0	27.3	61–2900	L	C	A	2 1/4	9 1/8	7	PC	No	Sch	M	D-R	D-R	73
74	Available.....T-13	...	Op	Op	9000	4200	P 32x6	P 32x6	Con 16C	6-3 5/16 x4 5/8	248.	27.3	66–2600	L	C	C	2 3/4	10 1/4	7	PC	No	Sch	M	D-R	D-R	74
75	Brockway.....90	...	149	168	9000	4050	P 32x6	P 32x6	Con	6-3 5/16 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/4	7	CC	No	Zen	V	A-L	A-L	75
76	(Y) Chevrolet...Utility	625	131	...	...	2375	P 30x5	DP 30x5	Own	6-3 1/8 x3 1/8	194.0	26.3	50–2600	H	G	C	2 1/8 r	5 11/16	3	PG	No	Car	P	D-R	D-R	76
77	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6-3 1/8 x3 1/8	194.0	26.3	50–2600	H	G	C	...	...	3	PG	No	Car	M	D-R	D-R	77
78	Clinton.....32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4-3 3/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/4	7 11/16	3	PC	No	Zen	V	Spl	D-R	78
79	Commerce.....40	2990	168	...	...	4700	P 34x5	DP34x5	Bud DS6	6-3 3/4 x5	309.6	31.5	56–2100	L	G	C	2 1/4	7 7/8	4	PC	No	Zen	V	A-L	A-L	79
80	Commerce.....S 11	1900	162	...	...	4300	P 30x5	DP30x5	Bud HS 6	6-3 3/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/4	8	4	PC	No	Zen	V	A-L	A-L	80
81	Condor.....CBV4	...	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4-3 7/16 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Tll	M	A-L	A-L	81
82	Condor.....CBV6	...	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3 3/4 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	PC	No	Tll	M	A-L	A-L	82
83	Corbitt.....7B6	...	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6-3 3/4 x4	214.7	27.3	61–3000	L	C	A	2 1/4	8 11/16	7	FP	No	Zen	V	D-R	D-R	83
84	Corbitt.....8B4	...	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4-3 7/16 x4 1/4	200.4	24.0	49–2800	L	C	A	2 1/8	5 7/8	3	FP	No	Zen	M	D-R	D-R	84
85	Corbitt.....8B6	...	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6-3 3/4 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Zen	M	D-R	D-R	85
86	Day Elder.....85	1645	135	168	8500	3750	B 6.00/20	DB6.50/20	Con 16-C	6-3 5/16 x4 5/8	248.3	27.3	65–2700	L	C	C	2 3/4	10 1/4	7	FP	No	Zen	M	D-R	D-R	86
87	Diamond T 216, 1-1 1/2	695	135	158	8000	3300	B 6.50/20	B 6.50/20	Her JXA	6-3 5/16 x4 1/4	224.7	27.3	56–2400	L	G	C	2 1/4	10 11/16	7	PC	No	Zen	M	A-L	A-L	87
88	Dodge Bros....UF-30	595	136	136	8150	2665	B 6.00/20	P 32x6	Own	4-3 5/16 x4 1/4	196.0	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	88
89	Dodge Bros.....F-30	695	136	136	8275	2765	B 6.00/20	P 32x6	Own	6-3 1/4 x4 1/4	211.5	25.3	66–3200	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	89
90	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6-3 1/8 x3 1/8	208.0	27.3	63–3200	L	G	A	2 1/8	10 11/16	7	FP	Ha	Zen	M	D-R	D-R	90
91	Dodge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6-3 1/8 x3 1/8	208.0	27.3	63–3200	L	G	A	2 1/8	10 11/16	7	FP	Ha	Zen	M	D-R	D-R	91
92	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4-3 3/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/2	7 11/16	3	PC	No	Zen	V	R.Bo	1	92
93	Douglas.....B4	2075	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4-3 3/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/2	7 11/16	3	PC	No	Bu	Zen	E	L-N	L-N	93
94	Douglas.....B6	2175	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	57–2500	L	G	C	2 3/4	8	4	PC	No	Bu	Zen	E	L-N	L-N	94
95	Duplex.....GF	2800	142	...	8300	4700	P 32x6	P 34x7	Bud WTU	4-3 3/4 x5 1/2	226.4	22.5	37–1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	95
96	Duplex.....G8	2950	142	...	8500	4800	P 32x6	P 34x7	Bud HS6	6-3 3/4 x4 1/2	241.6	27.3	57–2500	L	G	C	2 3/4	8 11/16	4	FP	No	Zen	V	A-L	A-L	96
97	Fageol.....101	900	142	166	...	3700	B 7.00/20	B 7.00/20	Wau XAK	4-3 3/4 x4 1/2	210	22.5	40–2150	L	G	A	2 1/4	6 1/2	3	FP	No	Zen	M	D-R	D-R	97
98	Fageol.....106	1500	161	173	...	3975	B 7.00/20	B 7.00/20	Wau TS	6-3 1/4 x4 1/4	219.0	23.4	60–2700	L	G	C	2 1/4	7 7/8	4	PC	No	Zen	M	D-R	D-R	98
99	Federal.....D2	795	131	151	8000	3225	B 6.00/20	P 32x6	Con W10	4-3 1/2 x4 1/4	200.5	24.0	48–2500	L	G	C	2	7 1/8	3	PC	Mo	Zen	V	A-L	A-L	99
100	Federal.....E6	895	132	156	8000	3275	B 6.00/20	P 32x6	Con 17E	6-3 3/4 x4	215.0	27.3	60–2800	L	C	A	2 1/4	9 11/16	7	PC	KP	Zen	V	D-R	D-R	100
101	Fisher-Std. 10-AX, 1 1-2	...	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6-3 3/4 x4	214.7	27.3	60–2800	L	C	A	2 1/4	9 11/16	7	FP	No	Zen	M	A-L	A-L	101
102	Fisher-Std.....15-A	...	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6-3 3/4 x4	214.7	27.3	60–2800	L	C	A	2 1/4	9 11/16	7	FP	No	Zen	M	A-L	A-L	102
103	Fisher-Std.....16A	...	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6-3 5/16 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/4	7	FP	No	Zen	M	A-L	A-L	103
104	F.W.D.....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50–2000	H	G	C	2 1/2 r	8	3	PC	No	Zen	V	A-L	A-L	104
105	Ford.....AA	495	131	157	...	2723	B6. 00/20	P32x6	Own	4-3 7/16 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/2	7	3	PG	No	Zen	G	Own	Own	105
106	Ford.....AA	525	157	...	...	2811	B6. 00/20	P 32x6	Own	4-3 7/16 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/2	7	3	PG	No	Zen	G	Own	Own	106
107	Garford.....40	2900	168	...	...	4700	P 34x5	DP34x5	Bud DS6	6-3 3/4 x5	309.6	31.5	56–2100	L	G	C	2 3/4	7 7/8	4	PC	No	Zen	V	A-L	A-L	107
108	Garford.....S 11	1900	162	...	...	4300	P 30x5	DP30x5	Bud HS 6	6-3 3/4 x4 1/2	241	27 3	53–2200	L	G	C	2 3/4	8	4	PC	No	Zen	V	A-L	A-L	108
109	(X) Gen. M.T-15 or T-17	680	130	141	6500	2670	B5.50/20	P 32x6	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 3/4	3	PC	No	Mar	M	D-R	D-R	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																										1000 Pounds
1	Har	P.Own	Own' Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2½x½	C				36x1¾	54x1¾	N	1
2	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66			L4IH	125	TX	War	5x1¾x½	C	53½	26½	42½	35½x1¾	53¾x1¾	N	2
3	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66			L4IH	125	TX	War	5x1¾x½	C	53¾	26½	42½	35½x1¾	53¾x1¾	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S½		4.7	14.3	Own				War									4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	11.7	Own	O4IM	168	2I	Own		C				30½x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x½	C			44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sal	S½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x½	C				36x2	54x2	N	8
9	Har	P.B&B	W-G	U	3	....	Spi	Sal	S½		4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x½					37x2	55x2	N	9
10	McC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x½	C			43½	36x1¾	54x1¾	N	10
11	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x½	C				36x1¾	51x1¾	N	11
																										1500 Pounds
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x½	C	66¼	31	37½	39x2	48x2½	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.63	21.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66¼	31	37½	39x2	48x2½	N	13
14	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66¼	31	37½	39x2	48x2½	N	14
15	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66¼	31	37½	39x2	48x2½	N	15
16	Own	D.Own	Own	U	3	....	Own	Own	S½		4.9	15.5	Own													16
17	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6½x2¼x½	C	84	47½	32	40x2	54x2½	N	17
18	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50½x2½	N	18
19	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 502	S½	H	4.45	15.1	Eat 200F	BE4IM	256	2I	Ros	4½x1¾x½	C	86½	50½	32	40x2	53x2	¼	19
20	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S½	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4½x1¾x½	T	93¾	53½	32	40x2	53x2	¼	20
21	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x½	P	96	55	34	36x2¼	48x2½	..	21
																										1 Ton
22	Fed	P.B&B	War T9	U	4	....	Spi 300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¾x3¾x1¼		96	53½	34	38x2¼	50x2½	N	22
23	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x½	C	90	52½	34	37x2¼	52x2½	N	23
24	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x½	C	95	55	34	37x2¼	52x2½	N	24
25	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	25
26	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	26
27	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	241	4I	Ros	5½x3¾x½	C	106½	58½	34	40x2¼	54x2½	½	27
28	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.6	36.1	Own	L4IH	206	TX	Han	6-2¾x½	C	85½	50	37½	39x2	48x2½	N	28
29	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6-2¾x½	C	85½	50	37½	39x2	48x2½	N	29
30	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x½	T	96	58¾	34	39¼x2	49x2½	½	30
31	Own	.....	Own	U	4	....	U-P	Cla	S½	..	5.67	37.2	Own	L4IH					T							31
32	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH		TX	Ros	6½x2¾x¼	C	88	54½	32	40x2	54x2½	N	32
33	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	33
34	Lon	P.Own	Own	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	34
35	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	35
36	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	36
37	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57½	30½	38x2	50x2¼	N	37
38	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R			Tim 11703 H	L4IH		TX	Ros	5x2¼x½	C	86	....	34	41x2¼	50x2¼	N	38
39	G&O	P.B&B	War	U	3	No	Spi 2	Col	S¼	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x½	C	90	52½	34	37x2¼	52x2½	N	39
40	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S¼	H	5.12	21.3	Col	C4IM	244	TX	Ros	4½x2½x½	T	96	56	34	37x2¼	52x2½	N	40
41	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 1124	S½	H	5.29	72.4	Eat 430F	BE4IM	292	2I	Ros	6x2½	T	86½	50¾	32	40x2	46x2½	¼	41
42	G&O	P:B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710-H	L4IH	378	TX	Han	5¼x2x½	C	96	54	31½	38x2	52½x2½	N	42
43	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5½x2x½	C	108	66	31½	38x2	52½x2½	N	43
44	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.1	Tim 11703H	L4IH	136	TX	Ros	6x3x½	C	96	58	34	37½x2¼	49¼x2½	N	44
45	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x½	P	106¾	63	34	36x2¼	48x2½	N	45
46	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	46
47	Own	P. Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	280	TX	Ros	6½x3¼x½	C	97½	52½	40½	38x2	50x2¼	N	47
48	Own	P.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6½x3¼x½	C	97½	52½	40½	38x2	50x2½	N	48
49	McC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5½x2x½	C	52¾	26	41½	36x1¾	55x2	N	49
50	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530				Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	50
51	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x½	C	77½	40½	32	38x2¼	50x2¼	N	51
52	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x½	C	77½	40½	32	38x2¼	50x2½	N	52
53	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3½x¼	C	97½	57½	34	41½x2	53¼x2¼	N	53
54	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2½x½	C	112	58¾	34½	39x2¼	50x2½	N	54
55	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2¾x½	T	126	70	34	38x2½	54x2½	N	55
																										1¼Ton
56	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x½	C	95	55	34	37x2¼	52x2½	N	56
57	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x½	T	Opt	Opt	34	35½x2¼	51x2½	N	57
58	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	58
59	McC	P.B&B	B-L 20A	U	4	No	Spi	Tim 52000H	B½	R	5.83	24.2	Tim 11703H				Ros									59
60	Lon	D.B-L	B-L 20-A	U	4	No	Spi	Tim 52000H	BF	H	Opt	Opt	Tim 52000H	L4IH		TX	Ros	5¾x2½x¼	C			32½	38x2½	54x2½		60
61	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x½	C	52½	44½	34	40¼x2½	38¼x2½	N	61
62	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x½	C	99	54½	34	40x2¼	54x2½	N	62
63	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x½	C	96	56	34	37x2¼	52x2½	N	63
64	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5½x3¾x½	T	94	51½	34	42x2¼	52x2½	¼	64
65	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5½x3¾x½	T	94	51½	34	42x2¼	52x2½	¼	65
66	Per	P.B-L	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	66
67	G&O	P.B&B	FulWO-BB	U	4	No	Spi	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60½	32	38x2	57½x2½	½	67
68	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5½x1½x½	C	101½	56	....	38 2¼	48x2½	N	68
69	McC	P.Lon	Cla	U	4	No	Spi	Cla	S½	H	5.10	33.5	Own	B4XM	348	TX	Ros	6½x3x½	C	89½	61½	41	38x2	50¾x2½	N	69
																										1½Ton
70	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	70
71	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B	..	6.50	39.7	Tim 11710H	L4IH	437		Ros	5¾x3¾x¼		118	66½	34	38x2¼	50x2½	N	71
72	Per	P.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 1473	LO4ID	460	2IM	Ros	6½x3x½	C	114½	63¾	34	40x2½	54x3	N	72
73	You	D.B-L	B-L 214	U	4	No	Blo	Tim 52200H	SF	H	5.83	37.4	Shu 5429	L4IH		TX	Ros	6x2¼x½	P	Opt	Opt	31¼	38x2¼	48x2½	½	73
74	You	D.B-L	B-L 214	U	4	No	Blo	Tim 5220H0	SF	R	5.83	37.4	Shu 5429	L4IH		TX	Ros	6x2¼x½	P	Opt	Opt	31¼	38x2¼	48x2½	½	74
75	G&O	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.9	Col	C4IM	292	TX	Ros	5¾x2½x¼	C	113	67	34	37x2¼	52x2½	N	75
76	Har	P.Own	Own	U	4	....	Own	Own	S½	..	4.88	30.0	Own				Own			86½	51½					76
77	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2½x7½	C	112½	77¼	37	36x1¾	45x2½	N	77
78	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B¼	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x½	T	Opt	Opt	34	35½x2¼	51x2½	N	78
79	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	79
80	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	..	36x2¼	48x2½	N	80
81	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51½	34	36x2¼	45x2½	½	81
82	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	82
83	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	83
84	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5¾x3x¼	P	96	53	34	38x2¼	50x2½	N	84
85	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5¾x3x¼	P	96	55	34	38x2¼	50x2½	N	85
86	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	BF	H	6.60	42.3	Tim 11703H	L4IH	229	TX	Ros	5¾x3¾x½	C	105	57	34	40x2¼	54x2½	½	86
87	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x½	T	93	51½	34	42x2	50x2¼	N	87
88	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x½	C	88½	52½	37½	39x2	48x2½	N	88
89	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x½	C	88½	52½	37½	39x2	48x2½		89
90	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7¼x2½x¼	C	119¼	62¾	34	40x2½	56x3	N	90
91	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7¼x2½x¼	C	136½	87¾	34	40x2½	56x3	N	91
92	Own	D.Ful	Ful 8U12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	92
93	Own	D.Ful	FulSU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	93
94	Own	D.Ful	Ful SU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	94
95	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼	C			34	39x2½	50x2½	N	95
96	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼	C			34	39x2½	50x2½	N	96
97	Per	P. Lon	W-G T9	U	4	....	Spi	Tim 52200H	BF	H	5.83	29.2	Tim 11706H	L4IH	380	TX	Ro.	5x3x2½	C	132	84	34	32¼x2½	50x2½	N	97
98	Per	.....	W-G T9	U	4	No	Spi 3	Tim 53600H	B½	H	5.14	32.9	Tim 30010H	L4IH	260	TX	Ros	5x3x½	C	120	65¼	....	32½x2	50x2½	N	98
99	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	99
100	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 370	SF	H	5.40	34.6	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2¼	N	100
101	Lon	P.B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH		TX	Ros	6½x2¾x¼	C	108	60½	32	40x2	54x2½	N	101
102	Lon	P.B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	102
103	Lon	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	103
104	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5½x2¼x½	C	112	81	36	42¾x2½	52¾x2½	½	104
105	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	105
106	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	106
107	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	107
108	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	108
109	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	109

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	(X)Gen. . Mot. T-19	745	130	164	8500	2850	B 5.50/20	P 32x6	Pontiac	6-3 1/4 x3 7/8	200.3	26.3	58–3000	L	C	B	2 1/4 r	5 5/8	3	PC	No	Mar	M	D-R	D-R	1
2	(X)Gen. . Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 1/8 x4 1/2	257.5	28.3	76–2500	H	G	C	2 3/8	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	2
3	Gotfredson.....RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3 1/4 x4 1/2	199.0	22.5	55.5-2800	L	G	C	3	7 3/4	5	FP	No	Zen	M	D-R	D-R	3
4	Gotfreson.....RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3 3/4 x4	214.0	27.3	61.5-3000	L	G	C	2 1/2	8 3/4	7	FP	No	Zen	M	D-R	D-R	4
5	Gramm...BX4, 1½-2	895	131	180	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3 7/8 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/2	5 7/8	3	PC	No	Til	M	A-L	A-L	5
6	Gramm...BX-6, 1½-2	995	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3 3/8 x4	214.7	27.3	74–3300	L	C	A	2 3/8	6 5/8	4	PC	No	Til	M	A-L	A-L	6
7	Gramm-Bernstein...J	....	146	...	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3 3/8 x4	214.0	27.3	62–3000	L	G	C	2 1/2	8 3/4	7	FP	No	Zen	M	D-R	D-R	7
8	Hahn & Selden....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3 3/4 x4	214.7	27.3	66–3000	L	G	A	2 3/8	8 1/4	7	FP	No	Zen	V	A-L	A-L	8
9	Hahn.....317H	....	142	...	7900	3900	P 32x6	Con 16C	6-3 1/2 x4 5/8	248.2	27.3	65–2760	L	G	A	2 3/8	10 1/16	7	FP	No	Str	V	D-R	D-R	9
10	Indiana.....111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46–2000	L	G	C	2	9 1/4	3	CC	No	Str	G	A-L	A-L	10
11	Indiana.....89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3 5/8 x4 5/8	248.2	27.3	65–2700	L	G	C	2 3/8	10 1/4	7	PC	No	Str	V	A-L	A-L	11
12	International...AW-2	675	136	136	.....	2980	B 5.50/20	B 6.00/20	Wau XA	4-3 1/2 x4 1/2	173	19.6	30–2700	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	12
13	International.....A-2	675	136	160	.....	2800	B5.50/20	B6.00/20	Wau XAH	4-3 1/2 x4 1/2	186	21	39–2400	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	13
14	International.....B-2	725	136	160	.....	2830	B5.50/20	B6.00/20	Wau XAH	4-3 1/2 x4 1/2	186	21	39–2400	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	14
15	International...SL-34	....	160	160	.....	3595	P 30x5	P 30x5	Lyc CT	4-3 3/4 x5	221.0	22.5	43–2350	L	G	C	2 1/2	9 1/4	5	PC	No	Zen	V	D-R	D-R	15
16	International...SF-34	....	140	160	.....	3520	P 30x5	P 32x6	Lyc CT	4-3 3/4 x5	221.0	22.5	43–2350	L	G	C	2 1/2	9 1/4	5	PC	No	Zen	V	D-R	D-R	16
17	International...SL-36	....	160	160	.....	3645	P 30x5	P 30x5	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 3/8	8 1/4	4	PC	No	Zen	V	D-R	D-R	17
18	International...SF-36	....	140	160	.....	3570	P 30x5	P 32x6	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 3/8	8 1/4	4	PC	No	Zen	V	D-R	D-R	18
19	International...AL-3	1450	138	164	.....	4300	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3 1/4 x4 1/2	224	25.3	61–2800	L	G	C	2 3/8	8 1/4	4	PC	No	Zen	V	D-R	D-R	19
20	Kenworth.....85	1550	140	152	.....	3700	P 30x5	DP30x5	Con 18E	6-3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 1/2	8 1/16	7	PC	No	Zen	M	D-R	D-R	20
21	Kleiber.....51	1200	140	...	.....	....	P 30x5	P 30x5	Con 18E	6-3 3/4 x4	214.7	27.3	58–2600	L	C	S	2 1/2	...	7	CC	No	Str	V	D-R	D-R	21
22	LaFrance-RepublicC-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2750	L	G	C	2 3/8	8 1/4	4	PC	No	Zen	V	A-L	A-L	22
23	Lange.....R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3 3/4 x4 1/2	298.0	33.7	67–2400	L	G	C	2 3/8	13 1/2	7	PC	No	Zen	M	A-L	A-L	23
24	Larrabee.....25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3 3/8 x4 5/8	248.2	27.3	65–2700	L	G	C	2 3/8	10 1/4	7	FP	No	Zen	G	D-R	D-R	24
25	LeMoon.....HB17	2000	163	190	10000	3900	B7.00/20	DB7.00/20	Con 16C	6-3 3/8 x4 5/8	248	27.3	65–2800	L	G	C	2 3/8	10 1/4	7	PC	No	Zen	G	D-R	D-R	25
26	Maccar.....36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud H8	6-3 3/4 x4 1/2	241.6	27.3	57–2400	L	G	C	2 3/8	7 5/8	4	PC	Bu	Str	V	D-R	D-R	26
27	Maccar.....36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3 3/4 x4 1/2	298.0	33.7	83–2800	L	G	C	3	9 3/4	7	FP	No	Str	M	D-R	D-R	27
28	Mack.....BL	2500	138	148	.....	....	B 6.00/20	DB6.00/20	Own BL	6-3 1/4 x5	248.9	25.4	58–2600	L	G	C	2 1/2	10 11/16	7	FP	Ha	Str	V	N-E	N-E	28
29	Netco.....A	....	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3 1/2 x4 3/4	255.0	27.3	68–2600	L	G	A	2 3/8	7 5/8	4	FP	Ha	Zen	M	A-L	A-L	29
30	Relay.....40	2990	168	...	.....	5300	P 34x5	DP34x5	Bud DS 6	6-3 3/8 x5	309.6	31.5	56–2100	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	30
31	Relay.....S 11	1900	162	...	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3 3/8 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	31
32	Reo.....FA-137	1295	137	...	.....	3525	B 6.50/20	P 32x6	Own	6-3 3/8 x5	268.3	27.3	70–2800	L	C	A	2 1/4	12	7	PC	No	Sch	V	D-R	D-R	32
33	Reo.....FE	1395	152	...	.....	3700	B 6.50/20	P 32x6	Own	6-3 3/8 x5	268.3	27.3	70–2800	L	C	A	2 1/4	12	7	PC	No	Sch	V	D-R	D-R	33
34	Reo.....FF	1395	156	...	.....	3750	B 6.50/20	P 32x6	Own	6-3 3/8 x5	268.3	27.3	70–2800	L	C	A	2 1/4	12	7	PC	No	Sch	V	D-R	D-R	34
35	Reo.....1A, 1C	625	136	160	8000	.....	B 6.00/20	P 32x6	Own	4-3 1/4 x4 1/4	205.0	23.3	57–2800	L	G	S	...	...	7	FP	.....	.....	V	D-R	D-R	35
36	Reo.....1B, 1D	725	136	160	8000	.....	B 6.00/20	P 32x6	Own	6-3 5/8 x4	214.7	27.3	61–3000	L	G	S	...	...	7	FP	.....	.....	V	D-R	D-R	36
37	Rugby.....6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3 1/4 x4	199.0	25.3	71–3300	L	C	S	2 1/2	6 1/4	4	PC	No	Str	M	A-L	A-L	37
38	Schacht.....10	....	156	170	.....	4400	B 6.50/20	DB6.50/20	Con 16C	6-3 1/2 x4 5/8	248.3	27.3	65–2600	L	G	C	2 3/8	10 3/8	7	FP	No	Zen	G	D-R	D-R	38
39	Selden.....317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3 1/2 x4 5/8	248.2	27.3	65–2760	L	G	C	2 3/8	10 1/2	7	FP	No	Str	V	D-R	D-R	39
40	Service.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DS 6	6-3 3/8 x5	309.6	31.5	56–2100	L	G	C	2 1/2	7 5/8	4	PC	No	Zen	V	A-L	A-L	40
41	Service.....S11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS6	6-3 3/8 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	41
42	Sterling.....DB7-64	....	137	150	7000	3355	P 32x6	P 32x6	Con 18E	6-3 3/4 x4	214.7	27.3	57–2500	L	C	A	2 1/2	9 1/4	7	FP	No	Zen	V	D-R	D-R	42
43	Stewart.....40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3 3/4 x4 1/2	199.0	22.5	50–2600	L	G	C	2 1/2	7 1/4	3	PC	No	Str	V	D-R	D-R	43
44	Stewart.....40X	995	130	160	.....	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4 3/4	201.5	21.6	60–2800	L	G	C	2 1/2	7 1/4	3	PC	No	Str	V	D-R	D-R	44
45	Stewart.....34X	1195	145	176	.....	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2600	L	G	C	2 1/2	9 1/16	4	FP	....	Zen	V	No	D-R	45
46	Studebaker.....S-20	695	130	160	.....	2985	B 6.00/20	P 32x6	Own	6-3 1/4 x4 1/2	205	25.4	70–3200	L	C	S	2 1/2	9	4	CC	....	Str	M	D-R	D-R	46
47	White.....61	2450	148	196	.....	4789	P 30x5	DP30x5	Own 4A	6-3 3/4 x4 1/2	299.0	33.7	61–2100	L	C	S	2 3/8	9 1/4	7	FP	Ha	Zen	V	D-R	D-R	47
48	Wichita.....6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3 3/4 x4 3/4	315.	27.3	70–2200	L	G	C	2 3/8	12 1/2	7	CC	Wa	Str	V	D-R	D-R	48
49	Willys Six.....C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3 1/4 x3 7/8	193.0	25.3	65–3400	L	G	C	2 3/8	6 11/16	4	CC	No	Til	M	A-L	A-L	49
50	Willys Six.....C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3 1/4 x3 7/8	193.0	25.3	65–3400	L	G	C	2 3/8	6 11/16	4	CC	No	Til	M	A-L	A-L	50
51	Witt-Will.....S15B	2100	147	...	10500	4500	DP30x5	DP30x5	Con S4	4-4 1/4 x4 1/4	224.5	24.0	50–2600	L	G	C	2 1/2	5 5/8	7	PC	No	Zen	V	D-R	D-R	51
52	Witt-Will.....C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3 5/8 x4 5/8	248.2	27.3	66–3200	L	C	C	2 3/8	10 1/4	7	FC	No	Zen	M	D-R	D-R	52
53	Woods.....32	1995	160	Op	.....	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3 1/2 x4 1/2	260	29.4	60–2400	L	G	C	2 3/8	13 1/4	7	PC	No	Str	M	A-L	A-L	53
54	World.....DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3 1/4 x4 1/2	224	25.3	61–2750	L	G	C	2 3/8	7 1/16	4	PC	No	Zen	V	A-L	A-L	54
	1¾ Ton																									
55	Condor.....CB	....	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2900	L	G	C	2 3/8	8 1/16	4	PC	No	Zen	V	A-L	A-L	55
56	Federal.....F7	1525	132	152	9000	3765	P 30x5	DP30x5	Con 16C	6-3 5/8 x4 5/8	248.0	27.3	64–2500	L	C	C	2 3/8	10 1/16	7	PC	No	Zen	M	D-R	D-R	56
57	Gramm.....B	....	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	61–2900	L	G	C	2 3/8	8 1/16	4	PC	No	Zen	V	A-L	A-L	57
	2 Ton																									
58	Acme.....4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4 1/2	311	38.4	73–2400	H	C	N	2 3/4	13 1/16	7	PC	Ha	Str	M	A-L	A-L	58
59	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3 3/4 x5	331.0	33.7	65–2100	L	G	C	2 1/2	9	4	FP	On	Str	V	D-R	D-R	59
60	Atterbury.....G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	62–2800	L	G	C	2 1/2	.....	4	CC	.....	Zen	G	A-L	A-L	60
61	Atterbury.....45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3 5/8 x4 1/2	278.6	31.6	85–3000	L	G	C	2 5/8	.....	4	CC	.....	Zen	G	A-L	A-L	61
62	Autocar.....A	3200	150	192	12000	5060	P 34x7	P34x7	Own	6-4x4 3/4	358.0	38.4	82–2400	L	G	C	3	13 1/4	7	FP	Pe	Str	V	D-R	D-R	62
63	Autocar.....D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4 3/4	358.0	38.4	82–2400	L	G	C	3	13 1/4	7	FP	Pe	Str	V	D-R	D-R	63
64	Available.....T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3 1/2 x4 5/8	248.2	27.3	66–2600	L	G	C	2 3/8	10 1/4	7	PC	Ha	Sch	M	D-R	D-R	64
65	Brockway.....120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4 1/2	311.0	38.4	73–2400	H	C	N	2 3/4	13 1/16	7	CC	No	Zen	M	A-L	A-L	65
66	Brockway.....140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4 1/2	311.0	38.4	73–2400	H	C	N	2 3/4	13 1/16	7	CC	KP	Zen	M	A-L	A-L	66
67	Chicago.....1-20-A	....	146	206	.....	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3 5/8 x4 3/4	255.0	27.3	68–2500	L	G	A	2 3/8	9 1/2	3	FP	No	Str	M	A-L	A-L	67
68	Clinton.....45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KPU	4-4x5 1/4	263.9	25.6	43–2000	L	G	C	2 1/2 r	9 1/16	3	PC	No	Zen	V	Spl	D-R	68
69	Coleman.....C29	....	109	144	12300	6100	P 34x7	P 34x7	Bud DW 6	6-3 1/4 x5	298.0	27.3	86–3000	L	G	C	3	9 1/16	7	FP	No	Str	V	D-R	D-R	69
70	Commerce.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3 5/8 x5	309.6	31.5	56–2100	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	70
71	Commerce.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3 3/8 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	71
72	Concord.....GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3 3/4 x5	330.0	33.7	73–2100	L	G	C	2 1/2	9	4	PC	No	Zen	V	A-L	A-L	72
73	Condor.....CCV4	....	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4 1/4 x4 1/2	241.6	27.3	55–2600	L	G	C	2 1/2	5 7/8	3	PC	No	Til	M	A-L	A-L	73
74	Condor.....CCV6	....	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3 1/2 x4 5/8	248.2	27.2	70–3000	L	G	C	2 1/2	10	7	FP	No	Til	M	A-L	A-L	74
75	Condor.....CC	....	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3 5/8 x4 1/2	278.6	31.5	82–2600	L	G	C	2 1/2	9 1/2	4	PC	No	Zen	V	A-L	A-L	75
76	Corbitt.....9B6	....	152	183	10500	4200	P 32x6	DP32x6	Con 16C	6-3 1/2 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/4	7	FP	No	Zen	V	D-R	D-R	76
77	Corbitt.....10B6	....	169	169	10500	3950	B 6.50/20	DB6.50/20	Con 25A	6-3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 5/8	4	FP	....	Zen	V	D-R	D-R	77
78	Corbitt 2-2½ T. 12W6	....	165	220	13000	4910	P 32x6	DP32x6	Con 16R	6-4x4 1/2	311.0	38.4	72–2400	H	C	C	2 3/4	11 11/16	7	FP	No	Zen	V	D-R	D-R	78
79	Corbitt 2-2½ T.12B6	....	163	220	13000	4870	P 32x6	DP32x6	Con 16R	6-4x4 1/2	311.0	38.4	72–2400	H	C	C	2 3/4	11 11/16	7	FP	No	Zen	V	D-R	D-R	79
80	Day-Elder.....110	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6-3 1/2 x4 5/8	248.3	27.3	65–2700	L	C	C	2 3/8	10 1/4	7	FP	No	Zen	M	D-R	D-R	80
81	Diamond T.291-1½T	1475	156	168	11000	4400	B6.50/20	DB6.50/20	Her WXA2	6-3 1/2 x4 1/2	268.0	29.4	58–2400	L	G	C	2 3/8	13 1/4	7	PC	No	Zen	M	A-L	A-L	81
82	Diamond T.303-2-2½T	1745	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3 3/4 x4 1/2	298.0	33.7	66–2400	L	G	C	2 3/8	13 1/4	7	PC	Ha	Zen	M	A-L	A-L	82
83	Dodge Bros.....F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3 5/8 x5	309.6	31.5	96–3000	L	G	A	2 3/8	11 3/4	7	FP	Ha	Ste	M	D-R	D-R	83
84	Dodge Bros.....F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3 5/8 x5	309.6	31.5	96–3000	L	G	A	2 3/8	11 3/4	7	FP	Ha	Ste	M	D-R	D-R	84
85	Douglas.....CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5 1/4	263.9	25.6	43–2000	L	G	C	2 1/2	9 1/16	3	PC	Bu	Zen	E	R-Bo	1	85
86	Douglas.....C4	3195	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5 1/4	263.9	25.6	43–2000	L	G	C	2 1/2	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	86
87	Douglas.....C6	3320	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3 1/4 x5	331.3	33.7	73–2400	L	G	C	2 1/2	9	4	PC	Bu	Zen	E	L-N	L-N	87
88	Duplex.....S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3 3/4 x5	330	33.7	61–2100	L	G	C	2 3/8 r	9	4	FP	No	Str	V	A-L	A-L	88
89	Fageol.....130	2050	156	172	.....	4500	P 30x5	DP30x5	Wau V	4-4x5	251	25.6	45–2100	L	G	A	2 3/8 r	7 1/4	3	PC	Wa	Zen	M	D-R	D-R	89
90	Fageol.....135	2250	162	178	.....	4800	P 30x5	DP30x5	Wau TL	6-3 3/4 x4 3/4	225	27.3	68–2500	L	G	A	2 3/8 r	7 1/4	4	FP	No	Zen	M	D-R	D-R	90
91	Federal.....A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6-3 5/8 x4 5/8	248	27.3	64–2500	L	C	C	2 3/8	10 1/4	7	PC	KP	Zen	M	D-R	D-R	91
92	F.W.D.....BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3 3/4 x4 3/4	315	33.7	72–2500	L	G	C	2 1/2	12 3/8	7	PC	Wa	Zen	V	R-Bo	N-E	92
93	F.W.D.....H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3 3/4 x4 3/4	315	33.7	72–2500	L	G	C	2 1/2	12 3/8	7	PC	Wa	Zen	V	Eis	N-E	93
94	Garford.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3 5/8 x5	309.6	31.5	56–2100	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	94
95	Garford.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3 5/8 x4 1/2	241.6	27.3	53–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	95
96	(X)Gen. M. T19....	845	130	152	8500	2925	P 30x5	DP30x5	Pontiac	6-3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/4 r	5 5/8	3	PC	No	Mar	M	D-R	D-R	96
97	(X)Gen. M. T25....	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3 1/8 x4 5/8	257.5	28.3	76–2500	H	G	C	2 3/8	8 1/16	4	PC	Ha	Mar	M	D-R	D-R	97
98	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 8.25/20	Own 257	Own 257	6-3 1/8 x4 5/8	257.5	28.3	76–2500	H	G	C	2 3/8	8 1/16	4	PC	Ha	Mar	M	D-R	D-R	98
99	(X)Gen. M. T30....	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3 1/8 x4 5/8	257.5	28.3	76–2500	H	G	C	2 3/8	8 1/16	4	PC	Ha	Mar	M	D-R	D-R	99
100	Gotfreson.....RB46	....	131	180	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3 3/4 x4 1/4	298.0	33.7	86–3000	L	G	C	3	9 1/16	7	FP	Ha	Zen	M	D-R	D-R	100
101	Gramm.....CX4, 2-3	1095	131	180	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4 1/4 x4 1/4	227.0	27.2	55–2600	L	G	A	2 1/2	5 7/8	3	PC	No	Til	M	A-L	A-L	101
102	Gramm.....CX6, 2-3	1295	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3 1/2 x4 5/8	248.2	27.2	70–3000	L	G	C	2 3/8	10	7	FP	No	Til	M	A-L	A-L	102
103	Gramm.....C, 2-3	....	160	196	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3 5/8 x4 1/2	278.6	31.5	82–2600	L	G	A	2 3/8	9 1/16	4	PC	No	Zen	M	A-L	A-L	103
104	Gramm-Bernstein 115S	....	149	196	9500	3750	P 30x5	P 30x5	Con 16C	6-3 1/2 x4 5/8	248.3	27.3	66–2900	L	C	C	2 3/8	10 1/16	..	PC	No	Zen	G	A-L	A-L	104
105	Gramm-Bernstein..115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4-4x5	251.3	25.6	34–2000	L	G	C	2 1/2	9 1/8	5	PC	No	Zen	G	A-L	A-L	105
106	Gramm-Bernstein ..B6	....	144	184	11000	4590	P 32x6	DP32x6	Con 16C	6-3 1/2 x4 5/8	248.2	27.3	66–2900	L	C	C	2 3/8	10 1/16	7	FP	No	Zen	V	A-L	A-L	106
107	G-P 45-6, 2-3 Ton....	2320	157	161	9500	3800	B7.50/20	DB7.50/20	Lyc A8D	6-3 1/4 x4 1/2	298.0	33.7	85–2900	L	G	C	2 3/8	9 3/8	4	PC	....	Str	M	A-L	A-L	107
108	G-P 45-8, 2-3 Ton....	2320	142	161	9500	3800	B7.50/20	DB7.50/20	.....	6-3 3/4 x4 3/4	298.0	28.5	90–3300	L	G	A	2 3/8	9 1/8	5	PC	....	Str	M	A-L	A-L	108
109	Hahn & Selden....37	....	151	...	10000	4800	P 32x6

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																								1½ Ton—Cont'd		
1	Lon	P.Own	Mun	U	4	No	Spl	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48 ¼	34	38x2	50⅛x2½	N	1
2	Lon	D.Own	Mun	U	4	No	Spl	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50⅛x2½	N	2
3	Per	P.B&B	Cla B312	U	4	No	Spl	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	3
4	Per	P.B&B	Cla B312	U	4	No	Spl	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	4
5	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	5
6	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	6
7	You	D.B-L	B-L 214	U	4	No	Spl	Tim 52200 H	....	H	5.83	37.4	Tim 12703-H	L4IH	308	TX	Ros	6x2½x¼	C	118½	73¾	34	42x2¼	50x2½	N	7
8	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5½x2¼x⅛	C	110	....	34	41x2¼	50x2½	N	8
9	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	C	110	66	34	41x2¼	30x2½	..	9
10	MeC	P.B&B	B-L	U	3	No	Spl	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x⅛	C	99	54	34	40x2¼	54x2½	N	10
11	Lon	P.B&B	B-L	U	4	No	Spl 3	Col	SF	H	5.12	29.8	Col	C4IM	292	TX	Ros	5¼x2½x¼	C	114	58	34	37x2¼	52x2½	N	11
12	Lon	Roc	M.M.	U	3	No	M.M.4	Own 700	S½	H	5.29	72.4	Own 100	BE4IM	292	2I	Ros	5¼x2¾x⅛	T	93½	53½	32	40x2	46x2½	¼	12
13	Mod	P.M.M.	War T-9	U	3	No	MM.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5½x2¾x⅛	T	93½	53½	32½	40x2	46x2½	N	13
14	Mod	P.M.M.	M.M. "O"	U	3	No	MM.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5½x2¾x⅛	T	93½	53½	32½	40x2	46x2½	N	14
15	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6⅛x3¾x¼	T	127¾	81	34	32x2¼	52x3	¼	15
16	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6⅛x3¾x¼	T	104	61½	34	32x2¼	52x3	¼	16
17	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6⅛x2¾x¼	T	127¾	81	34	42x2¼	52x3	¼	17
18	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6⅛x2¾x¼	T	104	61½	34	42x2¼	52x3	¼	18
19	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2½x¼	T	98½	55½	32	40x2¼	52x2½	¼	19
20	Per	P.B-L	B-L	U	4	No	Spl	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	20
21	Fed	D.B-L	B-L 20	U	4	No	Spl 5	Tim 51000H	BF	..	4.8	5.9	Tim 11710H	L4IH	308	TX	Ros	5½x3¼x⅛	C	101	Opt	34	38x2¼	52x2½	N	21
22	G&O	P.B&B	WO-BB	U	4	No	Spl 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2¼x⅛	C	109	60⅞	32	38x2	57½x2½	½	22
23	Mod	D.B-L	B-L 31	U	3	No	Spl 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x⅛	P	84	56	33	38x2¼	50x2½	N	23
24	Per	D.B-L	B-L 214	U	4	No	Spl	Tim 52200H	BF	H	5.83	37.4	Tim 11703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	..	24
25	Chi	D.B-L	B-L 214	U	4	No	Spl 3	Tim 54200H	BF	..	6.8	43.6	Tim 14703H	L4IH	380	TX	Ros	6½x3¼x¼	C	128	81	34	37½x2¼	50x2½	N	25
26	Per	D B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	315	TX	Ros	6⅛x3x¼	C	117¾	74½	32	42x2½	54x2½	½	26
27	Per	D.B-L	B-L 214	U	4	No	Spl 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6⅛x3x¼	C	117¾	74½	32	42x2½	54x2½	½	27
28	Own	D.Own	Own BG	U	4	No	Spl 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64⅛	33⅛	40½x2½	52¾x2½	N	28
29	Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	C	108	72	34	40x2½	50x3	N	29
30	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	C	144	90	34	40x2¼	50x3	..	30
31	Lon	D.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x¼	C	133½	83	34	36x2¼	48x2½	N	31
32	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2¼	50x2½	½	32
33	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	111⅛	67⅛	40⅛	38x2¼	50x2½	N	33
34	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	123⅛	71⅛	40⅛	38x2¼	54x2½	N	34
35	.....	D.Lon	Cla	U	4	....	Cle285	Cla B-373	S½	H	5.1	....	Own	L4IH	....	....	Ros	7x2¾x⅛	C	102⅛	60⅛	34	40x2	50x2½	..	35
36	.....	D.Lon	Cla	U	4	....	Cle285	Cla B-373	S½	H	5.6	....	Own	L4IH	....	....	Ros	7x2¾x⅛	C	102⅛	60⅛	34	40x2	50x2½	..	36
37	MeC	P.B&B	B-L	U	4	No	Spl	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x⅛	C	91¼	37½	34	36¾x2	50x2½	..	37
38	You	P.B&B	Ful WO	U	4	No	Spl	Tim 52200A	BF	H	5.83	31.2	Tim 11703H	L4IH	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	N	38
39	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	39
40	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	C	144	90	34	40x2¼	50x3	..	40
41	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x¼	C	133½	83	34	36x2¼	48x2½	N	41
42	Per	D.B-L	B-L 20	U	4	No	Spl	Tim 52000 H	BS	H	5.82	29.1	Tim 11703 H	L4IH	219	TX	Ros	5¼x2¼x⅛	C	104	60	34	38x2¼	50x2½	N	42
43	Fed	P.B&B	War	U	4	No	Spl	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅛	C	77⅛	40⅛	32	38½x2¼	50x2½	..	43
44	Fed	P.B&B	War	U	4	No	Spl	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅛	C	77⅛	40⅛	32	38½x2¼	50x2½	..	44
45	Own	P.B&B	War	U	4	No	Spl 3	Cla	F	H	5.6	22.0	....	B4IM	....	TX	Ros	7½x2¼x⅛	C	194⅛	48⅝	32	38½x2¼	50x2½	N	45
46	MeC	Lon	WGASI-T9	U	4	....	Spl	Tim 53600	S¾	H	5.66	35.8	Tim30010-A1	B4IM	224	....	Ros	6x2¾x⅛	C	85½	50¼	34	36x1¾	45x2½	..	46
47	Own	P.Own	Own 5B	U	4	No	Spl 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	CX	Han	6¾x3⅛x¼	C	115½	68⅞	34½	41x2	54x3	N	47
48	You	D.Ful	Ful MLU	U	4	No	Spl 3	Own 30R	WF	H	6.5	34.8	She 3FA[10]	O2IM	320	RI	Ros	5½x2¼x⅛	C	130⅝	78¾	30	40x2¼	50x3	½	48
49	Fed	P.B&B	War	U	4	No	Spl	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x⅛	C	86¾	51¾	37	36x1¾	45x2½	N	49
50	Fed	P.B&B	War	U	4	No	Spl	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7⅛x2¾x⅛	C	121½	77½	37	36x1¾	45x2½	N	50
51	Per	D.B-L	B-L 20	U	4	No	Spl	Tim 54000H	BF	H	6.8	36.3	Tim 14703	L4IH	...	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	51
52	Per	D.B-L	B-L 20	U	4	No	Spl	Tim 54000H	BF	H	5.83	31.2	Tim 14703H	L4IH	...	TX	Ros	6x2½x¼	C	.....	79½	32	41x2½	54x3	½	52
53	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6–3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	53
54	Per	dp.Lon	WG T9	U	4	No	Spl 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2½	54x2½	½	54
																								1¾ Ton		
55	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	55
56	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x⅛	C	95	51	34	38x2¼	50x2½	N	56
57	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	57
																								2 Ton		
58	Per	..B-L	B-L 314	U	4	....	Spl	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	58
59	G&O	P.B&B	Own	A	4	No	Spl	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	..	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	59
60	Per	P.B&B	Cov F4B	U	4	....	Spl	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x2¾x¼	..	149	92	34	38x2½	50x7½	..	60
61	Per	P.B&B	Cov W4C	U	4	....	Spl 400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	61
62	Per	P.Lon	B-L 51	U	4	No	Spl	Own SA	SF	H	5.22	27.9	Tim 14703	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	114½	63¾	34	40x2½	54x3	N	62
63	Per	P.Lon	B-L 51	U	4	No	Spl	Own SD	2F	H	6.27	33.5	Tim 14703	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	114½	63¾	34	40x2½	54x3	½	63
64	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	...	TX	Ros	6x2¼x⅛	P	Opt	Opt	31¼	38x2¼	50x3	½	64
65	G&O	D.B-L	B-L	U	4	No	Spl 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	65
66	G&O	D.B-L	B-L	U	4	No	Spl 3	Wis	2F	R	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	66
67	Chi	P.B-L	B-L 214	U	4	No	Spl 3	Tim 56200H	BF	R	6.2	39.7	Tim 31000H	L4IH	338	TX	Ros	7¼x¼	T	....	....	33½	41½x2½	54x3	..	67
68	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x⅛	P	Opt	Opt	33¼	40¼x2½	51½x3	N	68
69	R-T	D.Ful	Ful G U 14	U	8	A 4	Spl 4	Wis	2F	H	8.05	164	Wis	L2/4IH	138	CD	Ros	10x2¼x¼	P	108	78	30	48x3	48x3	C	69
70	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.8	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	70
71	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	71
72	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3x¼	P	Opt	85	32¼	36x2¼	46x2½	..	72
73	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	26x2½	45x2½	½	73
74	Per	D.Jon	1W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	74
75	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	75
76	Per	P.B-L	B-L 214	U	4	No	Spl	Tim 54200H	BF	H	5.57	27.8	Tim 14703H	L4IH	276	TX	Ros	7x2¾x⅛	T	Opt	Opt	34	38x2¼	54x3	½	76
77	Per	P.B&B	Own	U	4	No	Spl	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x⅛	P	96	53	34	38x2¼	50x2½	N	77
78	Per	P.B-L	B-L 314	U	4	No	Spl 3	Tim 64800H	WF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x⅛	T	134	82	34	40x2½	54x3	½	78
79	Per	P.B-L	B-L 314	U	4	No	Spl 3	Tim 56200H	BF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x⅛	T	134	82	34	40x2½	54x3	½	79
80	Per	P.B-L	B-L 314	U	4	No	Spl 3	Tim 54200H	BF	H	6.80	44.9	Tim 14703H	L4IH	306	TX	Ros	7x3¾x⅛	T	135½	79	33½	40x2¼	54x3	½	80
81	G&O	P.B&B	Cov	U	4	No	Spl 3	Cla B613	SF	H	Opt	Opt	Cla F304	L4IH	279	TX	Ros	6½x3x¼	C	122	76¼	34	40x2¼	50x2½	½	81
82	G&O	P.B&B	Cov	U	4	No	Spl 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TX	Ros	6½x3x¼	C	117	73⅝	34	45½x2½	53x2½	½	82
83	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9¼x2½x⅛	C	124¼	69¾	33¼	42x3	56x3½	..	83
84	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH.	350	CD	Jac	9¼x2½x⅛	C	144¼	84¾	33¼	42x3	56x3½	..	84
85	Own	D.Ful	FulMGU14	U	4	.....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2½	48½x2½	½	85
86	Own	D.Ful	FulMGU14	U	4	.....	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	86
87	Own	D.Ful	FulMGU14	U	4	.....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	87
88	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	...	2I	Ros	6x3¼x¼	C	....	....	34	39x2½	50x2½	N	88
89	Per	P.Lon	W-G T9	U	4	No	Spl 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	...	TX	Tos	5x3x¼	C	128⅞	83¾	.....	37x2½	56x3	N	89
90	Per	P.Lon	W-G T9	U	4	No	Spl 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	...	TX	Ros	5x3¼x¼	C	144	83¾	.....	37x2½	56x3	N	90
91	Per	P.B&B	Own	A	4	No	F-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	91
92	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	84.7	Own H	O4XM	252	2I	Ros	5½x2¼x⅛	C	120½	86½	36	42¼x2½	52¼x2½	½	92
93	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¼x⅛	C	115½	81½	36	42½x2½	52¾x2½	½	93
94	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	94
95	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	95
96	Lon	P.Own	Mun	U	4	No	Spl	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	96
97	Lon	D.Own	Mun	U	4	No	Spl	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	97
98	Lon	D.Own	Mun	U	4	No	Spl	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6¼x2¼x¼	P	87	48	34	38x2	50¼x2½	½	98
99	Lon	D.Own	Mun	U	4	No	Spl	Eaton 1617	S½	H	5.63	28.6	Eaton 433-F	B4IM	453	TX	Jac	6⅛x3x⅛	P	107	59	34½	38x2½	50x3	..	99
100	Per	P.B-L	B-L 214	U	4	No	Spl	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3¼x⅛	C	....	....	32½	40x2½	54x2½	½	100
101	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	101
102	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	102
103	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	103
104	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5¼x2½x¼	C	127	73¼	30½	38x2	50x2½	..	104
105	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5¼x2½x¼	C	127	73½	30½	38x2	50x2½	..	105
106	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	N	106
107	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	½	107
108	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	..	108
109	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	.....	....	Tim 12703 H	L4IH	...	TX	Ros	5¼x2¼x¼	C	120	....	34	41x2¼	50x2½	N	109
110	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla 510	S½	H	5.66	36.8	Cla 304	L4IH	288	CD	Ros	8x3x⅛	C	Opt	Opt	31½	41x2½	54½x3	½	110
111	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54½x3	½	111
112	You	D.B-L	B-L 51	U	4	No	Blo 2	Wis 6600	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x⅛	I	61½	52	....	38½x2	37¾x2½	¼	112
113	G&O	D.B-L	B-L	U	4	No	Spl 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	113
114	G&O	D.B-L	B-L	U	4	No	Spl 3	Wis	2F	R	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	114
115	MeC	P.B&B	B-L	U	4	No	Spl	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6⅛x3¼x⅛	T	50½	43	34	40x2½	38¼x2½	N	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	International		117	117		3700	P 30x5	P 32x6	Lyc CT	4–3¾x5	221.5	22.5	43–2350	L	G	C	2½	9	4	PC	No	Zen	V	A-Bo	Non	1
2	International...SD-46		117	117		3750	P 30x5	P 32x6	Lyc 4SL	6–3¼x4½	224	25.3	61–2800	L	G	C	2½	8¼	4	PC	No	Zen	V	A-B0	Non	2
3	International...A-4	1860	145	185		5070	P 32x6	DP32x6	Own FBB	6–3⅝x4½	279	31.5	67–2600	H	G	C	2½	13⅛	7	PC	Ha	Zen	M	D-R	D-R	3
4	International...SF-46		140	164		3955	P 32x6	P 34x7	Lyc 4SL	6–3¼x4½	224	25.3	61–2800	L	G	C	2½	8¼	4	PC	No	Zen	M	D-R	D-R	4
5	Kenworth	1095	164	182		4200	P 30x5	DP30x5	Bud H260	6–3½x4½	159.9	29.4	75–3000	L	C	C	3	9⅛	7	PC	No	Zen	M	D-R	D-R	5
6	Kleiber.....52	1500	152	158		3000	P 32x6	P 32x6	Con	6–3½x4	214.7	27.3	61–3000	L	G	C	2½	9⅛	7	PC	No	Str	G	D-R	D-R	6
7	LaFra.-Republic..D-1		144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6–3¼x4½	224.0	25.3	61–2750	L	G	C	2½	8¼	4	PC	No	Zen	V	A-L	A-L	7
8	Lange.....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6–4¼x4½	339	38.4	74–2400	L	G	C	2½	13½	7	PC	No	Pe	Str	M	A-L	A-L	8
9	Larrabee.....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6–3½x4½	248.2	27.3	65–2700	L	G	C	2½	10¼	7	PC	No	Zen	G	D-R	D-R	9
10	LeMoon.....HB21	2400	163	190	12000	4600	B 7.50 20	DB7.50/20	Wau 6MS	6–3¾x4¾	315	33.7	72–2500	L	G	C	2½	12⅝	4	PC	No	Str	G	A-L	A-L	10
11	Maccar.....40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6–3¾x4½	298.0	33.7	83–2800	L	G	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	11
12	Mack.....BG	3000	138	192			P 32x6	DP32x6	Own BG	6–3⅜x5	309.6	31.5	75–2600	L	G	A	2½	10⅜	7	FP	Ha	Str	V	N-E	N-E	12
13	Moreland.....RR-7	2025	148		9300	4000	P 32x6	P 32x6	Con 16C	6–3¾x4½	248.3	27.3	70–1300	L	C	C	2½	10¼	7	PC	No	Zen	M	A-L	A-L	13
14	Neteo.....B		155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6–3½x4¾	255.0	27.3	68–2600	L	G	A	2½	7⅝	4	FP	Ha	Zen	M	A-L	A-L	14
15	Noble.....146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud H86	6–3½x4½	241.6	27.3	57–2500	L	G	C	2½	8⅛	4	FP	Bu	Str	V	A-L	A-L	15
16	Omort.....200		124	148	11500	4800	P 32x6	DP32x6	Her OX	4–4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	16
17	Pierce-Arrow.....PT		160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6–3¾x4½	298	33.7	70–2600	L	G	C	2½	13¼	7	FP	Han	Zen	M	D-R	D-R	17
18	Relay.....40	3240	168	185		5500	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	18
19	Relay.....S11	2030	162			4700	P 32x6	DP32x6	Bud HS6	6–3⅝x4½	241.6	27.3	53–2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	19
20	Relay.....50	3860	161		13600	6800	P 36x6	DP36x6	Bud DW6	6–3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	20
21	Reo.....FC	1645	152		13600	4025	P 32x6	DP32x6	Own	6–3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	21
22	Reo.....FD	1745	168		13600	4075	P 32x6	DP32x6	Own	6–3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	22
23	Reo.....FH	1545	142		13600	4165	P 32x6	DP32x6	Own	6–3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	23
24	Schacht De Luxe...20		160	174		5300	B 7.50/20	DB 7.50/20	Con 16C	6–3¾x4½	248.3	27.3	65–2600	L	G	C	2½	10¼	7	FP	No	Zen	M	D-R	D-R	24
25	Service.....40	3240	168	185		4900	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	25
26	Service.....S11	2030	162			4500	P 32x6	DP32x6	Bud HS6	6–3⅝x4½	241.6	27.3	53–2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	26
27	Sterling.....DB9-64		139	168	9000	3625	P 34x7	P 34x7	Con 16C	6–3⅝x4½	248.2	27.3	63–2500	L	G	C	2½	10¼	7	FP	Zen	V	D-R	D-R	27
28	Stewart.....28X	1495	136	176		4058	B6.50/20	B6.50/20	Lyc 4SL	6–3¼x4½	224.0	25.3	61–2600	L	G	C	2½	9⅛	4	FP	No	Str	V	D-R	D-R	28
29	Stewart.....29XS	1695	145	176		4960	P 32x6	DP32x6	Lyc ASA	6–3⅝x4½	278	31.5	85–3100	L	G	C	2½	9⅛	4	FP	No	Str	G	D-R	D-R	29
30	Studebaker.....S-50	895	148	160		3810	B 6.50 20	DB6.50/20	Own	6–3¼x4½	205	25.4	70–3200	L	G	C	2½	9	4	CC	Ha	Str	M	D-R	D-R	30
31	White.....56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4–4x5¼	289	25.6	45–1600	L	G	S	2¼	11¼	3	FP	Own	Zen	V	L-N	L-N	31
32	White.....611	2550	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	3–3¾x4½	299.0	33.7	61–2100	L	G	S	2½	10⅛	7	FP	Ha	Zen	V	D-R	D-R	32
33	White 160-161 1 to 2T		138	157			P 30x5	P 30x5	Own GRCB	4–4x5¼	289	25.6	45–1800	L	G	S	2¼	11¼	3	FP	Own	Zen	V	D-R	D-R	33
34	White..162 1 to 2T		138	157	10000	4260	P 30x5	DP30x5	Own GRCB	4–4x5¼	289.	25.6	45–1800	L	G	S	2¼	11¼	3	FP	Own	Zen	V	D-R	D-R	34
35	Witt-Will.....C2B	2450	158		12500	5400	P 32x6	DP32x6	Con 16C	6–3⅝x4½	248	27.3	66–3200	L	C	C	2½	10¼	7	PC	No	Zen	M	D-R	D-R	35
36	Witt-Will.....C2W	2550	158		12500	5400	P 32x6	DP32x6	Con 16C	6–3⅝x4½	248	27.3	66–3200	L	C	C	2½	10¼	7	PC	No	Zen	M	D-R	D-R	36
37	Witt-Will.....R2B		158		12500	5820	P 32x6	DP32x6	Con 16R	6–4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	37
38	Witt-Will.....R2		158		13200	5800	P 32x6	DP32x6	Con 16R	6–4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	38
39	Woods.....41	2550	170	Op		5275	B 7.50/20	DB7.50/20	Her WXB	6–3¼x4½	298	33.7	68–2400	L	G	C	2½	13¼	7	PC	No	Str	M	A-L	A-L	39
40	World.....DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6–3¼x4½	224	25.3	61–2750	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	40
41	World.....DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8–3¾x¾	268	28.8	96–3400	L	C	C	2½	8⅝	5	CC	Ha	Zen	M	A-L	A-L	41
	2½ Ton																									
42	Amer. LaF...Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6–3¾x5	331.0	33.7	65–2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	42
43	Atterbury.....60		189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	298.2	33.7	85–2800	L	G	C	2½		4	CC	Ha	Zen	M	A-L	A-L	43
44	Autocar.....D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6–4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	44
45	Available.....T-23		Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6–3¾x4¾	298.0	33.8	67–2300	L	G	C	2½	12⅛	7	FP	Wa	Sch	V	D-R	D-R	45
46	Available.....T-27		Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6–3¾x4¾	298.8	33.8	67–2300	L	G	C	2½	12⅛	7	FP	Wa	Sch	V	D-R	D-R	46
47	Brockway.....140		156	188	14000	5500	P 34x7	DP34x7	Con	6–4x4½	311.0	38.4	73–2400	H	C	C	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	47
48	Brockwy'y..2½-3T.141		170	200	17000	6200	P 32x6	DP32x6	Con	6–4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	48
49	Chicago.....1-24-A		160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	358.0	38.4	77–2200	L	G	C	2½	12½	7	FP	Wa	Str	M	A-L	A-L	49
50	Coleman.....C30		120	144		7700	P 38x7	P 38x7	Bud DW6	6–3¾x5	331.0	27.3	73–2400	L	G	C	3	9¾	7	FP	Bu	Zen	V	D-R	D-R	50
51	Commerce.....60	4580	175	192		7000	P 36x6	DP36x6	Bud BA-6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	51
52	Commerce.....40	3240	168	185		5100	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	9½	4	PC	No	Zen	V	A-L	A-L	52
53	Condor.....CD		160		17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	299.0	33.7	85–2800	L	G	C	2½	9½	4	PC	No	Zen	M	A-L	A-L	53
54	Corbitt. 2½-3 T. 15B6		174	220	15500	5870	P 34x7	DP34x7	Con 16R	6–4x4¼	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	54
55	Corbitt. 2½-3 T. 15W6		183	224	15500	6160	P 34x7	DP34x7	Con 16R	6–4x4¼	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	55
56	Day Elder.....130	2895	150	204	13000	6400	B 7.50/20	DB7 50/20	Con 16R	6–4x4¼	311.0	38.4	75–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	56
57	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6–4x4½	339	38.4	75–2400	L	G	C	2¾	13¼	7	PC	Ha	Zen	M	A-L	A-L	57
58	Douglas.....CD4	3815	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4–4¼x5½	312.0	28.9	49–1900	L	G	C	2½	10⅛	3	PC	Bu	Zen	E	L-N	L-N	58
59	Douglas.....CD6	3940	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6–3¾x5	331.3	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	59
60	Fageol.....250	2950	178	196		5250	P 32x6	DP32x6	Wau MK	6–4½x4¾	381	40.8	87–2500	L	G	A	2½	12½	7	FP	No	Zen	V	D-R	D-R	60
61	Federal.....A6T	2185	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6–3¾x4¾	248	27.3	64–2500	L	C	C	2½	10⅛	7	PC	KP	Zen	V	D-R	D-R	61
62	Federal.....A6TW	2360	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6–3¾x4¾	248	27.3	64–2500	L	C	C	2½	10⅛	7	PC	KP	Zen	V	D-R	D-R	62
63	F.W.D.....HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6–3¾x4¾	315	33.7	72–2500	L	G	C	2½	12⅝	7	PC	Wa	Zen	M	R-Bo	N-E	63
64	Garford.....40	3240	168	185		5100	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	64
65	Garford.....60	4580	175	192		7000	P 36x6	DP36x6	Bud BA-6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	65
66	(X)Gen. Mot.....T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6–3⅞x4⅜	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	66
67	(X)Gen.Mot.....T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6–3⅞x4⅜	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	67
68	(X) Gen. Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6–3⅞x4⅜	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	68
69	(X)Gen. Mot.....T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6–3⅞x4⅜	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	69
70	Gotfredson.....RB56				13000	5200	B8.25/20	DB8.25/20	Bud K358	6–4x4¾	358.0	38.4	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	70
71	Gramm.....D,2½-4		160	196	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6–3¾x4½	299.0	33.7	85–2800	L	G	C	2½	9½	4	PC	No	Zen	M	A-L	A-L	71
72	Gramm-Bernstein...K		160		14000	5100	B 7.50/20	DB7.50/20	Bud H298	6–3¾x4½	298.0	33.7	86–3000	L	G	C	3	9½	4	PC	No	Zen	M	A-L	A-L	72
73	Gramm-Bernstein...D		152	212	16000	6550	P 34x7	Con 16R		6–4x4½	311.0	38.4	73–2400	L	C	N	2¾	13¼	7	FP	No	Zen	V	A-L	A-L	73
74	Hahn & Selden...39		164		13000	5800	P 32x6	DP32x6	Con 16R	6–4x4½	311.0	38.4	73–2400	H	C	N	2¾		7	FP	No	Zen	V	A-L	A-L	74
75	Hendrickson.....St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6–3¾x5	330	33.7	72–2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	75
76	Hug.....85-2½-3T		114	114	15800	7600	P 36x6	DP36x6	Bud KBU-I	4–4x5¼	263.9	25.6	43–2000	L	G	C	2½	9½	3	PC	Bu	Zen	V	Eis	D-R	76
77	Hug.....85D-2½-3T		114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4–4x5¼	263.9	25.6	43–2000	L	G	C	2½	9½	3	PC	Bu	Zen	V	Eis	D-R	77
78	Indiana.....140		156	188	14000	5500	P 34x7	DP34x7	Con	6–4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	78
79	Indiana.....115A		132	132	15000	4970	P 32x6	DP34x7	Her	4–4½x5	283.5	27.9	56–2000	L	G	C	2	9½	3	CC	No	Str	G	Eis	A-L	79
80	Indiana.....615A		136	136	15000	5160	P 32x6	DP34x7	Wis	6–3½x4½	268.3	27.3	65–2500	H	G	C	2½	7⅞	3	CC	KP	Str	G	Eis	A-L	80
81	Indiana...141,2½-3T		170	200	17000	5900	P 32x6	DP32x6	Con	6–4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	81
82	International.....HS-54		148	200		7500	S 36x5°	S 36x8°	Ha8 151	4–4¼x5½	312.0	28.9	54–1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo		82
83	International.....W-1	3850	148	200		8300	S 36x5°	S 36x8°	Ha S151	4–4¼x5½	312.0	28.9	59–1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	83
84	International..HS-54C	3850	148	200		8165	S 36x5°	S 36x10°	Ha8 151	4–4¼x5½	312.0	28.9	54–1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo		84
85	Kenworth.....125	2650	157	183		5200	P 32x6	DP32x6	Her WXB	6–3¾x4½	298	33.7	67–2400	L	G	C	2½	13¼	7	PC	HA	Zen	M	D-R	D-R	85
86	Kleiber.....64	2970	180	180		5800	P 32x6	DP32x6	Con 16R	6–4x4¼	311.0	38.4	74–2400	L	C	C	3		7	PC	No	Str	V	D-R	D-R	86
87	Kleiber.....56	2550	180	180			P 32x6	DP32x6	Bud	6–3½x4½	298.2	33.8	86–3000	L	C	C	3		7	PC		Str	V	D-R	D-R	87
88	Kleiber.....54	2275	170				P 30x5	DP30x5	Bud	6–3½x4½	259.9	29.4	75–3000	L	C	C	3		7	PC		Str	V	D-R	D-R	88
89	LaFra.-Republic...F3		174	198	13000	5500	P 34x7	DP34x7	Lyc A-S-D	6–3¾x4½	299	33.5	82–2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	89
90	Lange.....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6–4x4¾	359	38.4	80–2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	90
91	Larrabee.....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6–4x4½	311.1	38.4	70–2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	91
92	LeMoon.....HB28	3250	160	190	15000	5600	B 8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	315	33.7	72–2500	L	G	C	2½	12½	7	PC	No	Str	G	A-L	A-L	92
93	LeMoon.....HB28	3250	169	199	15000	6000	B 8.25/20	DB8.25/20	Wau 6KU	6–4¼x4¾	404	43.3	80–2000	L	G	C	3	13⅞	7	PC	Wa	Str	G	A-L	A-L	93
94	Mack.....BF	3950	148	196			B 8.25/20	DB8.25/20	Own BG	6–3⅜x5	309.6	31.5	75–2600	L	G	A	2½	10⅜	7	FP	Ha	Str	V	N-E	N-E	94
95	Neteo.....C		148	200	14500	6000	B 8.25/20	B 8.25/20		6–4¼x4¾	404.0	45.9	100–2400	L	G	C	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	95
96	Omort.....250		124	148	13000	5800	P 32x6	DP32x6	Her OX	4–4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	96
97	Omort.....25		130	130	14000	6100	P 32x6	DP32x6	Her WXB	6–3¾x4½	298.2	33.7	66–2400	L	G	C	2½	13¼	7	PC	No	Zen	M	A-L	A-L	97
98	Oskosh.....L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6–4x4½	339.0	38.4	70–2000	L	G	C	2½	13¼	7	PC	Ha	Str	M	RBo	L-N	98
99	Relay.....40	3275	168	185		5700	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	99
100	Relay.....50	4000	161			7000	P 36x6	DP38x7	Bud DW6	6–3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	100
101	Relay.....60DA	4555	175	192		7350	P 36x6	DP36x6	Bud BA6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	101
102	Schacht De Luxe..20A		136	174		5500	B 7.50/20	DB 7.50/20	Con 16C	6–3¾x4½	248.2	27.3	65–2600	L	G	C	2½	10¼	7	PC	No	Zen		D-R	D-R	102
103	Service.....40	3240	168	185		5100	P 36x6	DP36x6	Bud DS6	6–3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	103
104	Service.....60	4580	175	192		7000	P 36x5	DP36x6	Bud BA-6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	104
105	Sterling.....DB11-64		150	164	11000	4295	P 34x7	P 34x7	Wau 6XL	6–3½x4½	260	29.4	58–2400	L	G	A	2½	12½	7	FP	Wa	Zen	V	A-L	A-L	105
106	Stewart.....18X	2690	165	220		5901	P 32x6	DP32x6	Lyc TF	6–3⅝x5	310.0	31.5	85–2750	L	G	C	2½	10	4	FP	Pe	Str	V	D-R	D-R	106
107	Stewart.....32X	1990	165	220		5230	P 32x6	DP32x6	Lyc ASA	6–3⅝x4½	278.0	31.5	80–2500	L	G	C	2½	9⅛	4	PS	Ha	Str	P	D-R	D-R	107
108	Studebaker.....88	3295	184			4920	B7.50/20	DB 7.50/20	Own	8–3½x4½	337.0	39.2	115–3200	L	G	C	2½	9⅛	5	PC	No	Str	M	D-R	D-R	108
109	White.....51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¼	3	FP	On	Zen	V	Eis		109
110	White..210-1, 1½-2½		148	196			P 30x5	DP30x5	Own GRCB	4–4x5¼	289	25.6	45–1800	L	G	S	2¼	11¼	3	FP	Own	Zen	V	D-R	D-R	110
111	White.212, 1½-2½T.		148	196			P 30x5	DP30x5	Own GRCB	4–4x5¼	289	25.6	45–1800	L	G	S	2¼	11¼	3	FP	Own	Zen	V	D-R	D-R	111
112	White.....612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6–3¾x4½	299	33.7	61–2100	L	G	S	2½	10⅛	7	FP	Ha	Zen	V	D-R	D-R	112
113	White.....620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6–4x5½	396	38.4	72–1800	H	G	S	2½	13⅛	7	FP	On	Zen	M	D-R	D-R	113
114	Wichita.....6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6–4x4¾	358	38.4	77–2200	L	G	C	2½	12½	7	CC	Wa	Str	V	D-R	D-R	114
115	Witt-Will.....R2B	2900	158		12500	5800	P 32x6	DP32x6	Con 16R	6–4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	115
116	Witt-Will.....R2	3000	158		12500	5800	P 32x6	DP32x6	Con 16R	6–4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	116
117	Woods.....45	3465	180	Op		5625	B 7.50/20	DB7.50/20	Her WXC	6–4x4½	339	38.4	76–2400	L	G	C	2½	13¼	7	PC	Ha	Str	M	A-L	A-L	117
118	World.....DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8–3¾x¾	268	28.8	96–3400	L	C	C	2½	8⅝	5	CC	Ha	Zen	M	A-L	A-L	118

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																								2 Ton—Cont'd		
1	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6½x3¾x¼	T	42¾	38½	34	42x2¼	32x2½	N	1
2	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6½x3¾x¼	T	42¾	38½	34	42x2¼	32x2½		2
3	Mod	P.Own	Own A-5	U	5	No	MM6	Own 900	S½	H	6.50	47.8	Own 250	BE4IM	378	2I	Ros	7x3¾x¼	T	104	61½	34	42x3	54x3		3
4	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	7¼x3¾x¼	T	104	61½	34	42x2¼	54x3		4
5	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200 H	SF	H	5.83	37.4	Cla F 304	L4IH	290	TD	Ros	5½x3x¼	P	126	82	34½	39x2½	52x3		5
6	Own	D.B-L	B-L 20	U	4	No	Spi	Tim 52200 H	B¼	H	5.36	..	Tim 12703H	L4IH	448	TX	Ros	5½x3¼x¼	C	100	64	34	38x2¼	52x2½		6
7	G&O	P.B&B	Ful KU	U	4	No	Sp-P 3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L IH	448	TX	Han	6x2¼	C	109	60¼	32½	38x2	57½x2½	½	7
8	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	P	104	62	33	40x2½	56x3	½	8
9	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½		9
10	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	..	6.4	41.2	Tim 14703H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	10
11	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3x¼	C	114	72½	32	42x2½	54x2½	½	11
12	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x	C	96	54½	33½	42x2½	54x3	..	12
13	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7½x2½x¼	C	132	78	34	40x2½	54x3	½	13
14	Mod	D.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3¼	C	120	84	....	40x2½	50x3	..	14
15	Chi	D.Ful	Ful	U	4	No	Bio	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¼x¼	C	128	88	34	40x2¼	48x3	N	15
16	You	D Ful	FulMGU14	U	4	No	Bio 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3¼	C	84	49	33¾	36x2½	54x3	N	16
17	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7½x4x	P	123½	69½	36	38x2½	56x3	½	17
18	Lon	D.B-L	B-L 35	U	4	No	Bio	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2½	50x3	..	18
19	Lon	P.B-L	B-L 20	U	4	No	Bio	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	133½	83	34	36x2½	48x2½	N	19
20	Lon	D.B-L	B-L 51-5	U	5	No	Bio	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2½	54x3	..	20
21	MeC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6½x3x	C	111	67	40½	38x2½	50x2½	N	21
22	MeC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6x3½x¼	C	127	83	40	38x2½	50x2½	N	22
23	MeC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6x3½x¼	C	87	57	40	38x2½	50x2½	N	23
24	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54200 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	P	....	....	31½	40x2½	50x3	¼	24
25	Lon	D.B-L	B-L 35	U	4	No	Bio	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2¼	50x3	..	25
26	Lon	P.B-L	B-L 20	U	4	No	Bio	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	133½	83	34	36x2¼	48x2½		26
27	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000 H	BS	H	5.82	29.1	Tim 12703 H	L4IH	306	TX	Ros	5½x2¼x¼	C	102	60	34	38½x2¼	54x3	N	27
28	Own	D.Ful	Ful	U	4	No	Spi 3.	Cla	S¼	R	6.37	47.0	Tim	B4IM	....	TX	Ros	7½x2¼x½	P	114¾	63¾	32	38½x2¼	50x2½	½	28
29	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	SF	R	6.37	44.4	Cla	B4IM	....	TX	Ros	7½x2¾x½	C	114¾	63¾	32	38x2¼	50x3	½	29
30	MeC	Lon	WGASI-T9	U	4	....	Cle	Tim54200-A1	SF	H	5.83	37.4	Tim	B4	276	....	Ros	7x2¾x½	..	106¾	69½	34	39x2	56x3	..	30
31	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119½	81¾	36	41½x2½	47½x3	N	31
32	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6½x3x¼	C	115½	68¾	34½	41x2½	54x3	..	32
33	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2½x½	C	112	58¾	34½	39x2½	50x2½	N	33
34	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2½x½	C	112	58¾	34½	39x2½	50x2½	N	34
35	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56000H	BF	H	6.8	36.4	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	35
36	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	41.0	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	36
37	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	37
38	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	38
39	Chi	D.B-L	B-L 314	U	4	No	Bio 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¼	P	Opt	Opt	34	40x2¼	49x2½	½	39
40	Per	P.Lon	WG-T9	U	4	No	Bio 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	40
41	Per	dp.Lon	Ful MLU	U	4	No	Bio 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	41
																								2½ Ton		
42	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	42
43	Per	P.B&B	Cov W4C	U	4	....	Spi400	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	C	173	105	34	39x2½	56x3	..	43
44	Per	P.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703	L4IHV	460	2I	CAS	6½x3¼x	C	114½	63½	34	42x2½	54x3	½	44
45	You	D.B-L	B-L 35-4	U	4	No	Bio	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	....	TX	Ros	6x2½x¼	P	Opt	Opt	32	38x2¼	50x3	..	45
46	You	D.B-L	B-L 35-4	U	4	No	Bio	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	....	TX	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3	½	46
47	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	47
48	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	48
49	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54¾x3	..	49
50	Per	D.Ful	Ful G U14	U	8	....	Spi	Tim	2F	..	8.05	154	Wis	L4IH	....	FD	Ros	10x2½x½	..	108	78	30	48x3	48x3	C	50
51	Lon	D.Ful	Ful	U	5	No	Bio	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	51
52	Lon	D.B-L	B-L 35	U	4	No	Bio	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2¼	50x3	..	52
53	Per	D.Jon	Cov W-4	U	4	No	Bio	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	53
54	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	54
55	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	55
56	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	354	TX	Ros	7x4x¼	C	108½	62½	35	42x2½	56x3	½	56
57	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81¾	34	45½x2½	56x3	½	57
58	Own	D.Ful	FulMGU14	U	4	....	Bio3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	58
59	Own	D.Ful	FulMGU14	U	4	....	Bio3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	59
60	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56000 H	WF	H	4.88	20.6	Tim 14700 H	L4IH	....	TX	Ros	6x3x¼	C	167½	99½	....	41x2½	56x3	..	60
61	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	6.83	41.3	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	..	61
62	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	6.75	40.8	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	..	62
63	Per	D.B-L	B-L 60	A	7	RI	Bio 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5½x2¼x½	C	115	80	36	42¼x2½	52½x2½	N	63
64	Lon	D.B-L	B-L 35	U	4	No	Bio	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2¼	50x3	..	64
65	Lon	D.Ful	Ful	U	5	No	Bio	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	65
66	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2½x¼	P	87	48	34	38x2	50½x2½	½	66
67	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	8½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	..	67
68	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	..	68
69	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	8½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	..	69
70	MeC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	....	....	....	32½	40x2½	54x3	½	70
71	Per	D.Jon	Cov W-4	U	4	No	Bio	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	71
72	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800-H	W-F	H	6.4	42.2	Tim 14703H	L4IHV	354	TX	Ros	6x2½x¼	C	144	87¾	34	42x2¼	52x3	..	72
73	You	D.B-L	B-L 35	U	4	No	Bio	Tim 65001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400	TX	Ros	6½x2¾x¼	C	120	72¼	34	42x2¼	56x3	..	73
74	Chi	D.B-L	B-L 35	U	4	No	Bio	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	....	TD	Ros	7x3½x¼	C	120	....	34	41x2¼	50x2½	N	74
75	Chi	D.Ful	Ful MGOG	U	4	No	Spi	Tim 58000H	BF	R	Opt.	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x¼	P	Opt	Opt	32½	40½x2¼	50½x3	¼	75
76	You	D.B-L	B-L 51	U	5	No	Bio 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3x	I	92	59½	34½	41½x2½	54½x3	¼	76
77	You	D.B-L	B-L 51	U	5	No	Bio 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3x	I	92	59½	34½	41½x2½	54½x3	¼	77
78	G&O	D.B-L	B-L 35	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	78
79	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6½x3¼x¼	C	87½	56¾	34	40x2½	50x3	N	79
80	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x	C	138	83	34	40x2½	50x3	N	80
81	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	81
82	Own	P.Own	Own	U	5	No	Own	Eat 54	2F	H	6.85	60.5	Eat 54F	BE4IM	726	4I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	82
83	Own	F.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	83
84	Own	P.Own	Own	U	5	No	Own	Own	CD	H	7.22	63.8	Eat 54F	BO4IM	732	4I	Own	7x3x¼	T	106½	73¼	34	41½x3	50x3	¼	84
85	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 14703 H	L4IH	337	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	..	85
86	Own	D.B-L	B-L 55	U	4	No	Spi 4	Tim 64800H	WF	R	6.25	33.4	Tim 14703 H	L4IH	574	TD	Ros	7½x3x¼	T	144	97	34	38x2½	52x2½	½	86
87	.....	D.B-L	B-L	U	4	....	Spi 4	Tim 56000H	BF	..	6.17	33.0	Tim 14703H	L4IH	354	F	Ros	7½x3x¼	T	144	97	34	38x2½	52x3	½	87
88	Fed	D.B-L	B-L	U	4	No	Spi 4	Tim 54200H	BF	H	5.8	31.0	Tim 12703H	L4IH	452	TX	Ros.	7½x3x¼	T	144	88	34	38x2¼	52x2½	½	88
89	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 33020H	L4IHV	628	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	89
90	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	P	106	65	3	40x2½	56x3	..	90
91	Per	D-B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	91
92	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	R	7.5	49.5	Tim 15733H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	92
93	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	6.2	40.9	Tim 15733H	L4IH	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	93
94	Own	F.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7½x3½	C	132	....	....	44x2½	54x3	½	94
95	Mod	D.B-L	B-L 51	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	6x3¼	C	132	96	34	40x2½	50x3	..	95
96	You	D.Ful	FulMG U14	U	4	No	Bio 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x	I	84	49	33¾	40x2½	54x3	..	96
97	You	D.Ful	Ful MGU	U	4	No	Bio 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....	TD	Ros	6x3½x	P	....	53½	31	40x2½	54x3	..	97
98	Mod	D.B-L	B-L 55-7	A	7	No	Bio 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	7x2½x¼	P	113¼	83¾	34	44x2½	50x3	½	98
99	Lon	D.B-L	B-L 35	U	4	....	Bio	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	99
100	Lon	D.B-L	B-L 51-5	U	5	No	Bio	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2½	54x3	..	100
101	Lon	Ful	Ful VU	A	5	No	Bio	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	101
102	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	¼	102
103	Lon	D.B-L	B-L 35	U	4	....	Bio	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2½	50x3	..	103
104	Lon	D.Ful	Ful	U	5	No	Bio	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	104
105	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	BS	F	6.7	39.7	Tim 12703 H	L4IH	306	TX	Ros	5½x2½x¼	C	124½	70½	33½	10x3	54x3	½	105
106	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	....	TX	Ros	7½x2¼x¼	C	113½	80¼	32	40x3	56x3	½	106
107	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113½	80¼	32	38x2¼	50x3	½	107
108	Lon	D.Lon	Ful	U	4	No	Spi	Eat	8¼	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8x3x½	C	143½	91¾	41½	38x2½	56¾x3	N	108
109	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	8½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178½	84½	34	40½x2½	54½x3	N	109
110	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	8½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6½x3x¼	C	115½	68¾	34½	41x2½	54x3	N	110
111	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	8½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6½x3x¼	C	115½	68¾	34½	41x2½	54x3	N	111
112	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	8½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6½x3x¼	C	115½	68¾	34½	41x2½	54x3	N	112
113	.....	P.Own	Own 4B	U	..	....	Spi 4	Own 14C	8F	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7½x2¼x½	C	107½	67¼	34	41x2½	54x3	N	113
114	You	D.Ful	F1JVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141½	83½	30	40x2¼	56x3	½	114
115	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56061H	BF	H	5.3	28.3	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	115
116	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	116
117	Chi	D.B-L	B-L	U	4	No	Bio 4	Tim	SF	O	Opt	Opt	Tim 33000H	L4IH	577	TX	Ros	6x3½x¼	T	Opt	Opt	34	41x2½	50½x3	½	117
118	Mod	dp.Lon	Ful MLU	U	4	No	Bio 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	118

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton																									
1	Acme....6X		186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6–4x4½	339	38.4	82–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	1
2	Armleder....31		Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6–3¾x4½	298.0	33.7	66–2200	L	G	B	..	..	..	PC	Ha	Zen	V	D-R	D-R	2
3	Atterbury....R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6–4x4½	340.0	38.4	82–2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	3
4	Atterbury....60		190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6–3¾x4½	298.2	33.7	85–2800	L	G	C	2¾	....	4	CC	Ha	Zen	V	A-L	A-L	4
5	Atterbury....65		209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6–4x4½	339.0	38.4	81–2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	5
6	Autocar....H	4100	114	161	19000	6770	P 34x7	DP34x7	Own	4–4½x5½	350.0	32.4	45–1450	L	G	A	2¾ r	..	2	SP	Bf	Str	G	A-Bo	L-N	6
7	Autocar 2½-3T....SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	..	7	FP	Pe	Str	G	D-R	L-N	7
8	Autocar 2½-3T..SCH	4300	157	203	19000	6860	P 34x7	DP34x7	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	..	7	FP	Pe	Str	V	D-R	L-N	8
9	Available....T-30	....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6–4¼x4¾	358.1	38.4	82–2600	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	9
10	Available....T-37	....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6–4½x4¾	380.9	40.8	87–2500	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	10
11	Brockway....170	....	170	200	17000	6800	P 34x7	DP34x7	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	11
12	Brockway....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6–4½x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	12
13	Brockway....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	13
14	Chicago....1-30-A	....	160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6–4x4¾	358	38.4	77–2200	L	G	C	2¾	12½	7	FP	Wa	Str	M	A-L	A-L	14
15	Clinton....65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4–4¼x5½	312.0	28.9	49–1900	L	G	C	2⅜ r	10⅛	3	PC	Bu	Zen	V	Spl	D-R	15
16	Coleman....D40	....	130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6–3¾x5	330.0	33.7	73–2400	L	G	C	2⅜	9	4	FP	No	Str	V	D-R	D-R	16
17	Commerce....60	4680	175	192	....	7100	P 36x6	DP36x7	Bud BA-6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2⅜	9⅞	4	PC	Bu	Zen	V	A-L	A-L	17
18	Concord....JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6–3¾x5	330.0	33.7	73–2100	L	G	C	2⅜	9⅞	4	PC	No	Zen	V	A-L	A-L	18
19	Condor....CE	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6–3¾x5	353.8	36.2	98–2700	L	G	A	2¾	10	4	PC	No	Zen	V	A-L	A-L	19
20	Condor....CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6–4½x4¾	380.8	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	V	A-L	A-L	20
21	Corbitt 3-4 T....18W6	....	178	230	19000	6780	P 36x8	DP36x8	Con 18R	6–4x4½	340.0	38.4	82–2400	H	C	C	2¾	12⅛	..	FP	No	Zen	V	D-R	D-R	21
22	Day-Elder....160	3695	156	204	1600C	6600	B 7.50/20	DB9.00/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	22
23	Diamond T....506	3000	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4½	383.0	43.3	84–2200	L	G	C	2¾	13¼	7	PC	Ha	Zen	M	A-L	A-L	23
24	Diamond T....504	2675	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6–4x4½	339.0	38.4	75–2400	L	G	C	2⅜	13¼	7	PC	Ha	Zen	M	A-L	A-L	24
25	Diamond T 603-3,4Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6–4¼x4¼	438.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	25
26	Diamond T 606-3,4Ton	3440	177	244	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6–4½x4¼	453	48.6	98–220..	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	26
27	Dodge Bros.....1960		135	135	12250	4355	P 34x7	DP34x7	Own	6–3¾x4½	241.0	27.3	78–3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	27
28	Dodge Bros.....2010		165	165	12220	4640	P 34x7	DP34x7	Own	6–3¾x4½	241.0	27.3	78–3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	28
29	Dodge Bros.....2060		185	185	12715	4835	P 34x7	DP34x7	Own	6–3¾x4½	241.0	27.3	78–3000	L	C	S	2 r	11	7	PC	KP	Zen	V	N-E	N-E	29
30	Dodge Bros.....F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6–3¾x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D-R	30
31	Dodge Bros.....F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6–3¾x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D-R	31
32	Dodge Bros.....F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6–3¾x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D-R	32
33	Dodge Bros.....		165	185	....	4720	P 32x6	DP34x7	Own	6–3¾x4½	....	27.3	78–	L	G	A	..	..	..	..	..	..	V	..	..	33
34	Douglas....D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4–4½x6	381.0	32.4	50–1400	L	G	C	2½	9⅛	3	PC	Bu	Zen	E	L-N	L-N	34
35	Douglas....D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6–4x5½	386.4	38.4	78–2300	L	G	C	2½	9⅛	4	PC	Bu	Zen	E	L-N	L-N	35
36	Douglas....D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	E	L-N	L-N	36
37	Duplex....FAC	4250	166	..	16000	7200	S 34x5	S 36x8	Bud EBU-I	4–4¼x5½	312.0	28.9	57–2100	L	G	C	3 r	10⅛	3	PS	No	Zen	V	Eis	A-L	37
38	Duplex....SAC	4750	166	..	16000	7400	S 34x5	S 36x8	Bud BA 6	6–4½x5½	411.0	40.8	78–2250	L	G	C	3½ r	9⅛	4	FP	No	Zen	V	A-L	A-L	38
39	Fageol....340	4750	182	200	.....	7820	P 36x6	DP36x6	Wau CU	4–4½x5½	346.0	33.7	48–1700	L	G	A	2½ r	9	3	PC	Wa	Zen	V	D-R	D-R	39
40	Fageol....365	4200	182	200	.....	7250	P 36x6	DP36x6	Wau KU	6–4¼x4¾	404.0	38.4	87–2500	L	G	A	3	13⅛	7	PC	Wa	Zen	V	D-R	D-R	40
41	Fageol....370	5200	182	200	.....	8080	P 36x6	DP36x6	Wau SRL	6–4½x5½	462.0	43.3	89–2200	L	G	A	3	13⅛	7	PC	Wa	Zen	V	D-R	D-R	41
42	Federal T10B 2½-3 T.	2740	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6–4x4¼	311	38.4	75–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	V	D-R	D-R	42
43	Federal T10W 2½-3 T.	2915	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6–4x4¼	311	38.4	75–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	V	D-R	D-R	43
44	Fisher-Std.....30A	....	160	....	16800	5600	P 34x7	DP34x7	Con 11R	6–3½x4½	291.9	35.0	64–2500	H	C	C	2½	12⅛	7	FP	Ha	Zen	M	D-R	D-R	44
45	Fisher-Std.....31A	....	160	....	16800	5800	P 34x7	DP34x7	Con 11R	6–3½x4½	291.9	35.0	64–2500	H	C	C	2½	12⅛	7	FP	Ha	Zen	M	D-R	D-R	45
46	Freeman....DW144	4900	144	....	.....	7560	P 34x7	DP34x7	Bud DW 6	6–3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Str	E	R- Bo	..	46
47	Freeman DW186 3-3½	5100	....	186	.....	7800	P 34x7	DP34x7	Bud DW 6	6–3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Str	E	R- Bo	R- Bo	47
48	F.W.D.....B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4–4¾x5½	398.0	36.1	56–1350	T	G	C	2	12	3	PC	Pe	Str	G	R- Bo	N-E	48
49	Garford.....60	4680	175	192	....	7100	P 36x6	DP38x7	Bud BA6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	49
50	(X) Gen. Mot....T-26	1480	136	164	11000	4025	B 7.00/20	DB7.00/20	Own 257	6–3⅛x4½	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	50
51	(X) Gen. Mot....T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6–3⅛x4½	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	..	D-R	D-R	51
52	(X) Gen. Mot....T-31	1840	141	181	14000	4635	P 32x6	P 36x8	Own 257	6–3⅛x4½	275.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	52
53	(X) Gen.Mot....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6–3⅛x4½	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	53
54	(X) Gen Mot....T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6–3⅛x4½	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	54
55	(V)Gotfredson RB66C	....	....	....	20900	6100	B9 00/20	DB9.00/20	Bud K381	6–4½x4¾	381.0	40.8	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	55
56	Gotfredson....RW66	....	....	....	20900	6300	B9.00/20	DB9.00/20	Bud K381	6–4½x4¾	381.0	40.8	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	56
57	Gramm..E-330, 3-4½	....	160	224	20000	5950	B 8. 25/20	DB8. 25/20	Lyc TS	6–3⅛x5	353.8	36.2	98–2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	57
58	Gramm..EY-190, 3-4½	....	190	190	16000	6750	B 7. 50/20	DB7. 50/20	Con 20-R	6–4½x4¾	380.8	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	58
59	Gramm-Bernstein..A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	59
60	Gramm-Bernstein B6X	....	145	185	12500	4780	P 32x6	DP32x6	Con 16C	6–3⅜x4½	248.3	27.3	66–2900	L	C	C	2¾	10⅛	7	FP	No	Zen	V	A-L	A-L	60
61	Gramm-Bernstein B6X	....	144	184	12500	4765	P 32x6	DP32x6	Con 16C	6–3⅜x4½	248.3	27.3	66–2900	L	C	C	2¾	10⅛	7	FP	No	Zen	V	A-L	A-L	61
62	Gramm-Bernstein..C6	....	150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6–3⅜x5	331.4	33.7	70–2200	L	G	C	2¾	9⅛	4	FP	Pe	Str	V	Eis	A-L	62
63	Gramm-Bernstein DX	....	152	212	16000	6600	P 34x7	DP34x7	Con 16R	6–4x4½	311.0	38.4	73–2400	L	G	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	63
64	G-P 55-6, 3-4 Ton....	2745	154	191	12500	4900	B8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	298.0	33.4	85–2900	L	G	C	2¾	9⅜	4	PC	Mo	Str	M	A-L	A-L	64
65	G-P 55-8, 3-4 Ton....	2880	157	191	12500	4900	B8.25/20	DB8.25/20	Lyc HF	8–3⅝x4½	322.0	36.5	120–3200	L	G	A	2¾	11	5	PC	Mo	Str	M	A-L	A-L	65
66	Hahn & Selden....47B	....	151	....	15500	7200	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	..	7	FP	No	Zen	V	A-L	A-L	66
67	Hendrickson....T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6–3¾x5	330.0	33.7	72–2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	67
68	Hug.....67	....	120	....	16660	8160	P 34x7	DP34x7	Bud H298	6–3¾x4½	298.2	33.7	86–3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	68
69	Hug.....41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	7	PC	No	Zen	V	A-L	D-R	69
70	Hug.....42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	298	33.7	86–3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	70
71	Hug.....85-6	....	114	114	17200	7000	P 34x7	DP34x7	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	71
72	Hug.....85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	72
73	Indiana....127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4–4¼x5¾	326.3	28.9	54–1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Eis	....	73
74	Indiana....170	....	170	200	17000	6800	P 34x7	DP34x7	Con	6–4½x4¾	380.9	40.8	88–2400	H	C	N	2¾ r	13⅛	7	CC	KP	Str	M	A-L	A-L	74
75	Indiana....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6–4½x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	75
76	Indiana....627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6–4x5	377	38.4	72–2000	H	C	C	2¾	10¾	4	CC	KP	Str	V	Eis	....	76
77	Indiana....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	77
78	International....A-5	2550	156	210	.....	5606	P 34x7	DP34x7	Own FBB	6–3¾x4½	279	31.5	67–2600	H	G	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	78
79	International....A-6	2675	156	210	.....	5756	P 34x7	DP34x7	Own FBB	6–3¾x4½	279	31.5	67–2600	H	G	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	79
80	Kenworth....165	3600	158	171	.....	5400	B 9.00/20	DB9.00/20	Her WXC 2	6–4½x4½	360.8	40.3	76–2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	D-R	D-R	80
81	Kenworth....145	3250	158	184	.....	5500	P 34x7	DP34x7	Her WXC	6–4x4½	339.0	38.4	74–2400	L	G	C	2¾	13¼	4	PC	Ha	Zen	M	D-R	D-R	81
82	Kenworth....184	3850	164	206	.....	7400	B 9.00/20	DB9.00/20	Her WXC2	6–4½x4½	360.8	40.3	76–2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R	82
83	Kleiber....58	3530	190	190	.....	6050	P 34x7	DP34x7	Con	6–4x4½	311.8	38.4	74–2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	83
84	LaFra.-Republic....F3	....	174	198	13000	5500	P 34x7	DP34x7	Lyc ASD	6–3¾x4½	299	33.5	82–2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	84
85	Lange....H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6–4½x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	85
86	Lange....M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6–4½x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	86
87	Larrabee....55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	87
88	LeMoon....HB30	3950	169	199	17000	6400	B9.75/20	DB9.75/20	Wau 6SRL	6–4½x5½	462	45.9	98–2000	L	G	C	3	13⅞	4	PC	Wa	Str	G	A-L	A-L	88
89	Maccar....56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6–3¾x5	331.3	33.7	73–2100	L	G	C	2¾	9	4	FP	Bu	Str	V	D-R	D-R	89
90	Maccar....60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6–4½x5½	411.0	40.8	103–2100	L	G	C	2¾	9⅞	4	FP	Bu	Str	V	D-R	D-R	90
91	Mack AB.....4000		147	219	.....	.....	P 34x7	DP34x7	Own AB	4–4½x5	283.7	28.9	60–2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	91
92	Mack AB.....4350		147	219	.....	.....	P 34x7	DP34x7	Own AB	4–4½x5	283.7	28.9	60–2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	92
93	Mack AB.....4150		147	219	.....	.....	P 34x7	DP34x7	Own BG	6–3½x5	309.6	31.5	75–2600	L	G	A	2¾	10⅛	7	FP	Ha	Str	V	N-E	N-E	93
94	Mack AB.....4500		147	219	.....	.....	P 34x7	DP34x7	Own BG	6–3½x5	309.6	31.5	75–2600	L	G	A	2¾	10⅛	7	FP	Ha	Str	V	N-E	N-E	94
95	Moreland....B7	2520	184	..	12000	4750	P 32x6	DP32x6	Her WXB	6–3¾x4½	298.2	33.7	67–2400	L	C	C	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	95
96	Noble....156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6–4x4½	340.0	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	96
97	Omort....300	....	....	Op	16000	6300	P 34x7	DP34x7	Her OXC	4–4½x5	283.5	28.9	56–2000	L	G	C	3	..	..	PC	No	Zen	V	A-L	A-L	97
98	Omort....3005	....	....	Op	16500	6500	P 34x7	DP34x7	Her WXB	6–3¾x4½	298.2	33.7	66–2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	98
99	Omort....30	....	134	148	17000	6600	P 34x7	DP34x7	Her WXB	6–3¾x4½	298.2	33.7	66–2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	99
100	Oshkosh....H	4975	146	165	16550	7150	B 9.75/20	B 9.75/20	Her WXC2	6–4½x4½	361.8	40.8	73–2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	100
101	Pierce-Arrow....PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6–4½x4½	361.0	40.3	76–2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	101
102	Relay.....50	4130	161	....	.....	7200	P 36x6	DP40x8	Bud DW6	6–3¾x5	330.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	102
103	Relay.....60DB	4595	175	192	.....	7500	P 36x6	DP38x7	Bud BA6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	103
104	Relay.....80	5330	175	192	.....	8400	P 36x6	S 40x10	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	..	4	PC	Bu	Zen	V	A-L	A-L	104
105	Reo.....GA	2035	163	....	17000	4625	P 32x6	DP32x6	Own	6–3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V	D-R	D-R	105
106	Reo.....GC	2140	179	....	17000	4850	P 32x6	DP32x6	Own	6–3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V	D-R	D-R	106
107	Reo.....GD	2085	144	....	17000	4650	P 32x6	DP32x6	Own	6–3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V	D-R	D-R	107
108	Reo.....GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6–3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V	D-R	D-R	108
109	Schacht DeLuxe....25	....	160	199	.....	6400	B 8.25/20	DB8.25/20	Her WXB	6–3¾x4½	298.0	33.7	66–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	109
110	Service....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	..	4	PC	Bu	Zen	V	A-L	A-L	110
111	Stewart....35X	2590	....	220	.....	5880	B 8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	299.0	33.8	85–	L	G	C	2¾	9⅛	4	PS	Ha	Str	M	D-R	D-R	111
112	Stewart....36X	2990	165	220	.....	6500	B8.25/20	DB8.25/20	Lyc TS	6–3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	112
113	Ward La France..25R	....	193	205	13000	6000	B 7.50/20	DB7.50/20	Wau 6ML	6–4x4¾	358	38.4	77–2200	L	G	C	2¾	12½	7	FP	Ha	Str	P	D-R	D-R	113
114	Ward La France..25B	....	194	206	13000	6000	B 7.50/20	DB7.50/20	Own	8–3⅜x4½	322.	36.4	100–2400	L	G	C	2¾	10¼	..	FP	Ha	Str	P	D-R	D-R	114
115	White.....58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4–4¼x5½	326.3	28.9	54–1600	L	G	S	2¾	11⅛	3	FP	On	Zen	V	Eis	....	115
116	White....640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5½	519	45.9	96–1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	116
117	White.....621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A	6–4x5¼	396	38.4	72–1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	117

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																								3 Ton		
1	Per	B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	1
2	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H			Tim 14703 H	L4IH	....	CD	Ros	7x3x¼	..	....	....	....	40x2½	62½x2½	..	2
3	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	..	148½	90½	34	41¼x3	54x3½	¼	3
4	Per	D.B-L	Cov W4C	U	4	....	Spi	400 Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	173	106	34	39x2½	56x3	..	4
5	Per	D.B-L	B-L 551	U	4	....	Spi	500 Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	5
6	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	6
7	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	7
8	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	TD	Ros	7x2½x¼	C	133½	74¼	34½	41x2¼	53x3	½	8
9	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	9
10	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	10
11	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	11
12	G&O			U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	12
13	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	½	13
14	Chi	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54¾x3	..	14
15	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x1¼	C	Opt	Opt	33¼	43½x3	51½x3	..	15
16	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	....	TD	Ros	12x2½x⅞	P	144	89	30	48x3	48x3	..	16
17	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3¼x¼	P	156	97½	34	42x2½	54x3	..	17
18	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x⅛	C	Opt	Opt	32¼	38½x2½	50x3½	½	18
19	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	19
20	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	....	FD	Ros	8¼x3¼x¼	C	156	90	41¼	44x2½	60x3	½	20
21	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	8x3¼x¼	T	132	92	34	40x2½	54x3	½	21
22	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¼	36.1	Tim 33000H	L4IH	398	TD	Ros	7x4x¼	C	134½	77¼	35	42x2½	56x3	½	22
23	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x1¼	C	137½	72½	34	45¼x2½	56x3	½	23
24	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis 69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45¼x2½	56x3	½	24
25	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	25
26	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317 BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	26
27	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7x2½x¼	C	82¼	54¾	34	39x2½	45x3	N	27
28	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2½x¼	C	132¾	84¾	34	39x2½	56x3	N	28
29	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2½x¼	C	164¾	104¾	34	39x2½	56x3	N	29
30	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼	C	99¼	65¼	34	42x3	56x3½	½	30
31	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	149	80¼	34	42x3	56x3½	½	31
32	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	189½	114¾	34	42x3	56x3½	½	32
33	....	P.	....	U	4	No	3	Own	S½	..			Own	L4IH	....	....	....	7½x2¼x¼	C	132¼	84¾	....	39x2½	56x3	N	33
34	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	34
35	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	35
36	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	6.7	Shu 615	W2IMV	503	CX	Ros	10x2⅜x⅞	T	223	121	31	45x3	54x4	½	36
37	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	....	2	Ros	7x3½x¼	C	....	....	34	39x2½	52x3	N	37
38	Mod	D.B-L	B-L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	....	T	Ros	7x3½x¼	C	....	....	34	39x2½	52x3	N	38
39	Per	D.B-L	B-L 55& 60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	....	TX	Ros	7x3x¼	C	172⅞	101½	....	41x3	56x3½	N	39
40	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 58000	WF	R	7.75	41.5	Tim 15700 H	L4IHV	....	TX	Han	7x3x¼	C	172⅞	101½	....	41x3	56x3½	N	40
41	Per	P.B-L	B-L 554&60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	....	TX	Ros	7x3x¼	C	172⅞	101½	....	41x3	56x3½	N	41
42	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	42
43	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	43
44	Lon	B-L	B-L 314	U	4	No	Blo 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7½x3½x⅞	C	120	74	34	43x2½	54x3	½	44
45	Lon	B-L	B-L 51	A	4	No	Blo 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7½x3½x⅞	C	120	74	34	43x2½	54x3	½	45
46	Lon	D.Ful	Ful H U 16	A	8	A2	B-C	Own	IF	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x⅞	C	100	72½	32	54x3	52x4	½	46
47	Lon	D.Ful	Ful H U 16	A	8	A2	B-C	Own	IF	H	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x⅞	C	174	114½	32	54x3	52x4	½	47
48	MeC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5⅞x2¼x⅞	C	130	93	36	42¾x2½	52¾x2½	N	48
49	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	49
50	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	..	50
51	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6⅞x3x⅛	P	107	59	34½	38x2½	50x3	½	51
52	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅛	P	107	59	34½	38x2½	50x3	½	52
53	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅛	P	107	59	34½	38x2½	50x3	½	53
54	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433-F	B4IM	524	TX	Jac	6⅞x3x⅛	P	107	59	34½	38x2½	50x3	½	54
55	MeC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x⅞	C	....	....	32½	40x2½	54x3	½	55
56	MeC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x⅞	C	....	....	32½	40x2½	54x3	½	56
57	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2¼x¼	C	127	74¼	34	42x2½	56x3	½	57
58	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¼x3¼x¼	C	156	90	41¼	44x2½	60x3	½	58
59	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7¼x3x¼	C	134	82¼	34	42x2½	56x3	½	59
60	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF	..	6.16	40.0	Tim 14703H	L4IH	354	TX	Ros	6x2½x¼	C	120½	74¼	34	42x2¼	52x3	..	60
61	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 64800H	2F	..	6.4	42.2	Tim 14703F	L4IH	354	TX	Ros	6x2½x¼	C	120½	73¼	34	42x2¼	52x3	..	61
62	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF	R	7.75	68.2	Shu 5500	W2IM	424	TX	Ros	6½x2½x¼	C	128½	76¼	34	42x2½	52x3	..	62
63	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	....	T	120	72¼	34	42x2½	56x3	..	63
64	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	....	CD	Ros	9x3¼x⅞	C	....	....	....	40x2½	58x3	..	64
65	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	....	CD	Ros	9x3¼x⅞	C	....	....	....	40x2½	54x3	..	65
66	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	....	TD	Ros	7x3½x¼	C	110	....	34	40x2½	56x3	½	66
67	Chi	D.Ful	Ful MGOG	A	4	No	Spi 500	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x⅞	P	Opt	Opt	32½	40½x2¼	50½x3	¼	67
68	You	D.B-L	B-L 51	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W21M	438	CD	Ros	6x3⅞x⅜	P	97	64½	34½	41½x2½	54½x3	¼	68
69	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54½x3	¼	69
70	You	P.B&B	Ful MLU	U	5	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54½x3	¼	70
71	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W21M	420	CD	Ros	6x3⅞x⅜	I	91	58½	34½	41¼x2½	54½x3	¼	71
72	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W21M	420	CD	Ros	6x3⅞x⅜	I	91	58½	34½	41¼x2½	54½x3	¼	72
73	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	H	7.32	43.6	Shu	W21MV	416	TD	Ros	7x3x⅞	C	100	66	34	40x2½	50x3	N	73
74	G&O	D.B-L	B-L 554	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	TD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	74
75	G&O			U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	75
76	Lon	P.B&B	B-L	A	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W21MV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	76
77	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	N	77
78	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	78
79	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	79
80	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 58200	SF	H	6.83	36.6	Tim 14703- H	L4IH	399	TD	Ros	8x2¼x¼	T	126	87	31½	40x2½	52x3	½	80
81	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	S	H	6.83	43.8	Tim 15733H	L4IHV	399	FD	Ros	9x3x¼	T	114	75¼	31½	40x2½	52x3	½	81
82	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	82
83	Own	D.B-L	B-L 51	U	5	No	Spi	Tim 53000H	BF	R	6.83	....	Tim 14703 H	L4IH	648	TD	Ros	7½x3½x¼	C	164	....	34	38x2½	52x3	½	83
84	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.17	40.9	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140½	93	32	39x2½	60x3	½	84
85	Mod	D.B-L	B-L 55	A	7	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W21M	615	CD	Ros	6¼x2¼x¼	P	112	75	33	42x2½	56x3	½	85
86	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W21M	802	TD	Ros	6½x2½x¼	P	95	73	33	42x2½	56x3	½	86
87	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	W-F	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	87
88	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2¼	53x3	N	88
89	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	89
90	Per	D.B-L	B-L 51	U	5	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	90
91	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33½	42¼x3	48x3	..	91
92	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅞x3½	..	92
93	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	93
94	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅞x3½	..	94
95	Lon	P.B-L	B-L 314	U	4	Opt	Cle	Tim 64800 H	WF	H	6.5	34.8	Tim 14703 H	L4IH	391	TX	Ros	9⅞x3½x¼	C	144	80	34	40x2½	54x2¼	N	95
96	Chi	D.Ful	FulMGU	A	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 15733H	L4IH	660	TD	Ros	6¼x3x¼	C	141	87	34	43x2½	48x3	N	96
97	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W21M	250	2I	Ros	6x3½x½	I	85	53	33¼	40x2¼	54x3	½	97
98	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W21M	250	2I	Ros	6x3½x½	I	85	53	33¼	40x2¼	54x3	½	98
99	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	....	TD	Ros	6x3½x½	I	88	57½	31	40x2¼	54x3	½	99
100	Mod	D.B-L	B-L 60-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83½	34	2½x44	50x3	½	100
101	Lon	P.Lon	Cov	U	5	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8¼x2½x⅞	..	....	64⅞	34	41x2¼	56x3	½	101
102	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	102
103	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	103
104	Lon	P.B&B	Cov 8 HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	..	104
105	MeC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127⅜	78⅞	40½	38x2½	50x3	N	105
106	MeC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x⅞	C	156⅜	94⅞	40½	38x2½	54x3	N	106
107	MeC	D.B-L	Own	U	4	.. 2	Clc	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86⅜	59⅞	40½	38x2½	50x3	N	107
108	MeC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	....	C	....	....	40½	38x2½	54x3	N	108
109	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56200 H	BF	R	6.17	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	109
110	Lon	D.Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	....	....	....	Han	....	....	156	97½	....	....	....	..	110
111	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	....	TX	Ros	9x2¼x⅛	C	113⅞	80½	32	40x3	56x3	½	111
112	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	....	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	112
113	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	113
114	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	114
115	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8¼x3⅞x⅛	C	148½	93¼	34½	40½x3	56x3½	¼	115
116	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 9D	O4IA	....	CI	Ros	8½x3x⅛	C	156	91¾	34⅛	42x3	56x3½	..	116
117	....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4HIV	....	CI	Ros	7⅛x2¼x⅛	C	107½	67½	34	41x2½	54x3½	N	117
118	....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34⅛	42x3	56x3½	..	118
119	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58000H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	119

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Witt-Will.....R3	....	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	1
2	Woods.....53B	3995	190	Op	.....	6200	B 8.25/20	DB8.25/20	Her WXC-3	6-4½x4½	383	43.3	84-2200	L	G	S	2⅝	13½	7	PC	Ha	Str	M	A-L	A-L	2
3	Woods.....53W	4595	190	Op	.....	6675	B 9.00/20	DB9.00/20	Her WXC-3	6-4½x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	3
4	World.....DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	4
	3½ Ton																									
5	Acme.....45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Pe	Zen	G	Eis	A-L	5
6	Amer. LaFrance 12R..	....	Op	Op	20000	7400	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	80-1800	L	G	C	3	10⅛	7	FP	Bu	Zen	V	D-R	D-R	6
7	Atterbury.....70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.0	40.8	87-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	7
8	Autocar.....HS	4600	114	161	24000	6550	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	8
9	Autocar. 3-3½T. SHS	4800	114	161	24000	7900	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	9
10	Autocar.....SCHS	4800	157	203	24000	8180	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	10
11	Autocar. 3-3½T. TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	11
12	Available.....T-39	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	45.9	88-2200	L	G	C	3	13⅛	7	FP	Wa	Zen	V	D-R	D-R	12
13	Available.....T-43	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	45.9	88-2200	L	G	C	3	13⅛	7	FP	Wa	Zen	V	D-R	D-R	13
14	Brockway. 3-4T. 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	85-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	14
15	Clinton.....85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BU8	6-4x5½	386.4	38.4	74-2400	L	G	C	2½	9⅛	4	FP	No	Str	V	Spl	D-R	15
16	Coleman D-40X 3½-5t	....	130	184	21100	9700	P 40x8	P 40x8	Bud BA6	6-4½x5½	411.0	40.8	105-2200	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	16
17	Commerce.....80	5250	17	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	17
18	Concord.....JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4½x5½	411.0	40.8	85-2000	L	G	C	2½	9⅛	4	PC	No	Zen	V	A-L	A-L	18
19	Duplex.....EF	....	130	....	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	2⅜	10⅛	3	PS	No	Zen	V	Eis	A-L	19
20	Federal....U6-3-3½T	3860	165	218	19000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85-2200	H	C	C	2¾	13⅛	7	PC	KP	Str	V	D-R	D-R	20
21	Fisher-Std.....61-A	....	155	....	16800	5600	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	73-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	21
22	Freeman BASP 3¼-4 T	5500	144	144	.....	7760	P 38x9	DP38x9	Bud BA6	6-4½x5½	411.0	40.8	78-2250	L	G	C	2½	9⅛	4	PC	Bu	Str	E	R-Bo	R-Bo	22
23	F.W.D.....CU-6	5120	148	180	7500	7500	P 38x9	P 38x9	Wau SR8	6-4½x5½	411.	40.8	92-2300	L	G	C	3	13⅛	7	PC	Wa	Zen	M	R-Bo	NE	23
24	Garford.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	24
25	(X) Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	P 32x6	Own 257	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	25
26	(X) Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	26
27	(X) Gen. Mot.....T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	27
28	Gotfredson...RW 76A	....	....	....	21900	7500	B9 75/20	DB9.75/20	Bud K428	6-4⅜x4⅜	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	28
29	Gotfredson...RD 76A	....	....	....	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4⅜	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	29
30	Gramm-Bernstein...A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	HA	Zen	V	A-L	A-L	30
31	G-P 656, 3½-5.....	3325	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	353.0	36.5	97-2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	31
32	G-P 65-8, 3½-5.....	3485	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc HF	8-3⅜x4½	420.0	36.4	120-3200	L	G	C	2¾	10⅞	5	PC	Mo	Str	M	A-L	A-L	32
33	(V) Hug....C87, 87M	....	....	....	21800	....	P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	32.7	70-2100	L	G	C	2⅜	9	4	PC	Bu	Zen	V	R- Bo	D-R	33
34	Indiana...3-4T. 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	34
35	International...HS-74	....	160	235	.....	9690	S 36x6°	S 40x12°	HaS 152	4-4¼x5½	390.0	36.1	60-1800	H	C	A	3	8⅝	3	PC	HS	Zen	G	R- Bo	....	35
36	International.....W2	3900	148	200	.....	8400	S 36x5	S36x10	HaS 151	4-4¼x5½	312	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	U	R- Bo	D-R	36
37	International. HS-74C	4850	160	235	.....	10290	S 36x6°	S 40x12°	HaS 152	4-4¾x5½	390.0	36.1	60-1800	H	C	A	3	8⅜	3	PC	HS	Zen	G	R- Bo	....	37
38	Kleiber.....65	4000	190	192	.....	6200	P 34x7	DP 34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	L	C	C	2¾	13	7	FP	No	Str	G	R- Bo	A-Bo	38
39	LaFrance-RepublicH-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354	36.2	86-2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	39
40	Larrabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	40
41	Moreland.....E7	3520	182	....	15000	6000	P 34x7	DP34x7	Her WXC 2	6-4½x4½	360.8	40.8	73-3000	L	G	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	41
42	Netco.....E	....	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4⅜x5½	462.	45.9	100-2400	L	G	A	3	13⅛	7	FP	Wa	Zen	M	A-L	A-L	42
43	Oneort.....35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4¼x4¾	339.	38.4	73-2000	L	G	B	2⅜	13⅛	7	PC	No	Zen	M	A-L	A-L	43
44	Oshkosh.....HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YWC	6-4½x4¾	428.0	45.9	90-2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	44
45	Relay.....60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	45
46	Relay.....80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6-4½x5½	111.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	46
47	Service.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	47
48	Ster. DW15-64.3½-4½	....	163	177	15000	5775	S 36x5	S 36x8	Wau 6XK	6-3¾x4½	298.0	33.7	66-2400	L	G	A	2⅝	12½	7	FP	Wa	Zen	V	....	L-N	48
49	Sterling.....DW13-65	....	150	164	13000	5500	S 34x4	S 34x7	Wau 6XK	6-3¾x4½	298.0	33.7	66-2400	L	G	A	2⅝	12½	7	FP	Wa	Zen	V	....	L-N	49
50	Stewart.....19X	3690	165	235	.....	7110	S 36x5	S 36x10	Lyc TS	6-3½x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	50
51	Stewart.....38-6	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	100-2000	L	G	C	3	12⅛	7	FP	No	Str	M	D-R	D-R	51
52	Stewart.....38-8	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8-3⅜x4⅜	420.0	44.4	130-2800	L	G	C	2¾	12⅞	4	FP	Co	Zen	M	D-R	D-R	52
53	Studebaker.....99	3795	184	....	.....	5400	B 7.50/20	DB 7.50/20	Own	8-3¼x4¼	337.0	39.2	115-3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	53
54	Walter.....FKD	6300	Op	118	20000	8000	B 9.00/24	DB9.00/24	Own 6	6-4¼x4¾	404.0	43.4	80-1800	L	G	C	3	13⅞	7	PC	On	Str	V	R- Bo	D-R	54
55	Ward La France .30B	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322	36.4	100-2400	L	G	C	2½	10⅛	.	FP	Ha	Str	P	D-R	D-R	55
56	Ward La France 30RU	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	381	40.8	83-2200	L	G	S	2½	12½	7	FP	Ha	Str	P	D-R	D-R	56
57	White.....55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4-4¼x5½	326.3	28.9	54-1600	L	G	A	3½	11¾	3	FP	On	Zen	V	Eis	....	57
58	White.....631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3A	6-4x5½	396	38.4	72-1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	58
59	White...641-3½ Ton	6450	180	214	24000	9700	B9.25/20	DB9.25/20	Own 1AB	6-4⅜x5¾	519	45.9	96-1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	59
60	Wichita.....6-95	4950	173	Op	20000	8103	P 34x7	DP34x8	Wau SRL	6-4⅜x5½	462	45.9	88-2200	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	60
61	Witt-Will.....R3B	....	159	...	15500	6800	P 34x7	DP34x7	Con 18R	6-4x4¼	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	61
62	Witt-Will.....R3S	4200	159	...	16800	6800	P 34x7	DP34x7	Con 18R	6-4x4¼	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	62
63	Woods.....75	4960	190	Op	.....	7200	B 9.75/20	DB9.75/20	Her YXC-3	6-4½x4¾	479	51.2	104-2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	63
	4 Ton																									
64	Acme.....8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	381	40.8	89-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	V	A-L	A-L	64
65	Amer. La France. 12R	....	Op	160	20000	7500	P 36x8	Own	Con 21R	6-4½x5½	411.0	40.8	75-1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	65
66	Autolieder.....41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6-4x4¼	301	34.4	84-2200	L	G	C	2½	....	7	PC	Ha	Zen	V	A-L	A-L	66
67	Atterbury.....C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	82-2400	H	C	B	3½	12⅛	7	PC	Ha	Str	V	D-R	L-N	67
68	Available.....T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3	11½	4	FP	Wa	Str	V	D-R	D-R	68
69	Brockway. 3-4T. 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	69
70	Chicago.....1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4½x5½	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	70
71	Clinton.....90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2⅜	11⅛	3	PC	Bu	Zen	V	Spl	D-R	71
72	Clinton.....90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2⅜	11⅛	3	PC	Bu	Zen	V	Spl	D-R	72
73	Commerce.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	73
74	Condor.....GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6-4½x4¾	428.4	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	74
75	Corbitt. 24W6 4-5 Ton	....	195	230	24500	7200	P 38x9	DP38x9	Con 20R	6-4½x4¾	....	....	88-2400	H	C	B	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	75
76	Day Elder.....200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6-4¼x4¾	339.3	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	76
77	Diamond T. 750-4, 5 T	4800	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her YXC4	6-4½x5¾	529	51.3	124-2200	L	G	C	3	13⅞	7	PC	Ha	Zen	M	A-L	A-L	77
78	Fageol.....445	5650	183	216	.....	9300	P 36x6	DP36x6	Wau DU	4-4½x6½	398	32.4	54-1500	L	G	A	2½	9⅜	3	PC	Wa	Zen	V	D-R	D-R	78
79	Fageol.....485	6400	184	217	.....	9800	P 36x6	DP36x6	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11¾	4	PC	Wa	Zen	V	D-R	D-R	79
80	Fageol.....470	5750	183	216	.....	9525	P 36x6	DP36x6	Wau SRL	4-4¾x5½	462	45.9	89-2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	80
81	Fisher-Std.....80-A	....	146	....	21600	6900	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	81
82	Fisher-Std.....85-A	....	146	....	21600	7900	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	82
83	Freeman.....BA-144	5800	144	144	.....	8400	P 36x8	DP36x8	Bud BA6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	....	4	PC	Bu	Str	E	R- Bo	R- Bo	83
84	FWD.....SSU	5220	148	Op	18600	7600	P 38x9	Wau SRL	6-4½x5½	462.0	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	84
85	Garford.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	85
86	(X) Gen. Mot....T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	86
87	(X) Gen. Mot....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	87
88	(X) Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	88
89	(X) Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	89
90	(X) Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	90
91	Gotfredson...RW 84A	....	160	180	.....	8400	P 347	DS40x7	Bud YBUI	4-4½x6	....	....	....	L	....	....	....	....	....	PC	Pe	Str	M	R-Bo	D-R	91
92	Gramm.....GY	....	190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6-4½x4¾	428.4	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	92
93	G-P 75-6, 4-6.....	4220	145	191	19000	6900	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5½	462.	45.9	100-2400	L	G	C	3	13⅞	7	....	Wa	Str	M	A-L	A-L	93
94	G-P 75-8 4-6.....	4185	174	Op	19000	6900	B9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420	45.0	135-3000	L	G	C	2¾	11½	5	....	....	Str	M	A-L	A-L	94
95	Hahn & Selden...47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	95
96	Hendrickson.....U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6-4½x5½	411.0	40.8	73-2000	L	G	C	2½	9⅛	4	FP	Bu	Zen	M	A-L	A-L	96
97	Indiana...3-4T. 195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4¼x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	97
98	Kenworth.....185	4750	183	211	.....	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	D-R	98
99	Kenworth.....205	5850	172	223	.....	7700	P 36x8	DP36x8	Bud GL6	6-4¼x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Bu	Zen	M	D-R	D-R	99
100	Kenworth.....220	5200	194	221	.....	8400	P 36x8	DP36x8	Her YXC2	4½x4¾	453.0	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	100
101	Kleiber.....657	4500	202	....	.....	7500	P 36x8	DP36x8	Bud BA 6	6-4½x5½	411	40.0	90-2000	L	G	C	2½	10	4	PC	....	....	V	R- Bo	....	101
102	LaFrance-Republic M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau SRL	6-4½x5½	462.0	46.0	97-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	102
103	Lange.....F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4¼x4¾	428.	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	103
104	Larrabee.....75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	380.8	40.8	89-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	104
105	Maccar.....66100	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	90-2400	L	G	C	2½	9⅛	4	PC	Bu	Str	V	D-R	D-R	105
106	Maccar.....66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	479.0	51.3	102-2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	106
107	Mack.....BC	5250	154	190	.....	....	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103-2600	L	G	C	3	12⅛	7	FP	Ha	Str	V	N-E	N-E	107
108	Noble.....166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4¼x4¾	381	40.8	88-2400	H	G	C	3	13⅛	7	FP	Co	Str	V	A-L	A-L	108
109	Oshkosh.....HXC	5675	146	165	19700	8200	B10.50/20	DB10.50/20	Her YXC4	6-4½x5½	501.0	48.6	106-2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	109
110	Pierce-Arrow.....PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4½x4¾	479.0	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	110
111	Relay.....80	5330	175	192	.....	8800	P 38x7	S 40x14	Bud BA 6	6-4½x5½	462.0	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	111
112	Reo.....HJK	....	170	190	20000	....	B8.25/20	DB9.00/20	Own	6-4¼x4¾	381.0	40.8	101-2600	L	G	S	....	....	7	FP	....	....	V	D-R	D-R	112
113	Schacht.. De Luxe 30	....	174	199	.....	7100	B 9.00/20	DB 9.00/20	Her WXC	6-4x4½	339	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	P	A-L	A-L	113

Line Number	Radiator Make	Clutch	Gear Set			Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universals Make and No.	Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																						3 Ton —Con'd			
1	Per	D.B-L	B-L 51	U	4	No	Spl	Tim 65001H	WF	H	7.0	37.4	Tim 15733H	L4IHV	650	CD	Ros	7x2½x1¼	C	Var	76	32	41x2½	54x3	..	1
2	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200H	SF	R	Opt	Opt	Tim 35000H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	50½x3	..	2
3	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	2F	R	Opt	Opt	Tim 35000H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	3
4	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	4
																						3½ Ton			
5	Per	D.B-L	B-L 51 5	U	4	No	Blo	Wis 8817B	2F	H	9.4	56.1	Shu 510	W2IM	534	2I	Ros	6x3¼x¼	P	70½	54½	34	40x2½	45x3	N	5
6	G&O	P.B&B	Own	A	4	....	Spi	Tim 65706BY	WF	..	6.00	66.0	Tim 15733BY	OP4M	..	TX	Woh	6x3	X	Opt	Opt	..	..	..	..	6
7	Per	D.B-L	B-L 51-5	U	5	....	Spi 500	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	..	Ros	8x3¼x¼	..	221	132	34	40x3	56x3½	..	7
8	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	8
9	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	9
10	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	10
11	Own	dp.Lon	Own T	U	12	A 2	Spi	Own T'E	2F	H	7.09	....	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54¾x4	½	11
12	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	O2IM	..	FD	Ros	7x2½x3½	P	Opt	Opt	32	40x2½	50x3	½	12
13	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	..	FD	Ros	7x2½x3½	P	Opt	Opt	32	40x2½	50x3	½	13
14	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	½	14
15	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	..	RI	Ros	8x3¼x¼	T	..	..	33¼	43½x3	51½x3	N	15
16	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	..	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	16
17	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	17
18	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32½	38½x2½	50½x3	½	18
19	Lon	D.B-L	B-L 51	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	..	TX	Woh	6x3	X	I	..	39	44x3	44x3	N	19
20	Lon	P.B&B	B-L 55	A	7	No	P-S 4	Tim65706 HP	WF	R	6.8	64.6	Own	L4IHV	767	TI	Ros	7½x3½x¼	C	119	81	34	42x2½	54x3	½	20
21	Lon	B-L	B-L 51	A	4	No	Blo 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x	P	144	79	32	43x2½	54x3	½	21
22	Lon	D.Ful	Ful H U 16	U	8	A 2	BC	Own	I	R	8.53	155	Own	OF4XM	336	RX	Woh	7x3½x	X	100	72½	32	54x3	52x4	..	22
23	Per	O. H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x	H	132	93	36	42¾x2½	52¾x2½	½	23
24	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	24
25	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6	X	107	59	34	38x2½	50x3	½	25
26	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	½	26
27	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	½	27
28	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x	C	..	..	32½	40x2½	54x3	½	28
29	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x	C	..	..	32½	40x2½	54x3	..	29
30	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733-H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	..	30
31	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	..	CD	Ros	10x3½x	T	..	..	..	40..3	58x3½	½	31
32	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4	..	CD	Ros	10x3½x	T	..	..	..	40x3	58x3½	..	32
33	You	D.B-L	B-L 55	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3½x¼	I	96½	64½	34½	41½x2½	54½x3	¼	33
34	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	34
35	Own	P.Own	Own	U	5	No	Own	Eat 74	2F	H	7.85	70.5	Eat 74F	BE4IM	850	4I	Own	8x3x¼	T	120	81½	34	44x3	58x4	¼	35
36	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.3	Own 400	BE4IM	710	2I	Own	7x3¼x	T	106½	73¼	34	41½x3	56x3½	¼	36
37	Own	P.Own	Own	U	5	No	Own	Own	CD	B	8.81	79.1	Eat 74F	BO4IM	736	4I	Own	8x3x¼	T	120	81½	34	44x3	54x4	½	37
38	Own	D.B-L	B-L 55	U	4	No	Spi	Tim 65001H	WF	R	7.75	41.5	Tim 15733H	L4IHV	676	FD	Ros	7x3½x	T	170	106	34	44x2¼	52x3	½	38
39	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137½	90	32	39x2½	60x3	½	39
40	Per	D.B-L	B-L 51	U	4	No	Spi	T' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	40
41	Lon	D.Own	B-L 51	U	4	A 4	Pet	Tim 65001 H	WF	R	6.7	36.1	Tim 15733 H	L4IH	..	TI	Ros	9	x3½x¼	C	156	199	34	39½x2½	54x3	½	41
42	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	I	132	96	34	40x3	50x3	..	42
43	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	..	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	43
44	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83¼	34	2½x44	50x3	½	44
45	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	45
46	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	46
47	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	47
48	Hex	D.B-L	B-L 51	U	4	Op	Spi	Tim 65000 H	WF	R	8.5	45.5	Tim 15733 H	L4IHV	387	TX	Ros	7x2x¼	C	149¼	85½	34	48x3	54x3	½	48
49	Hex	D.B-L	B-L 51	U	5	No	Spi	Wis 8317L	WF	R	8.25	49.2	Shu 5429	L4IH	398	TX	Han	6x2¼x	C	122¾	72¾	33½	48x3	54x3	½	49
50	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	..	TX	Ros	9x2¼x¼	C	136¼	79½	32	40x3	56x3	½	50
51	Mod	B-L	B-L	U	4	A 3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	..	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	51
52	Mod	B-L	B-L	U	4	A 3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	..	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	52
53	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8	x3x	C	143½	91¾	41½	38x2½	56½x3	N	53
54	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	54
55	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46.0	Tim 15733H	L4IHV	..	TX	Ros	7x3½x	C	Opt	Opt	33	40x2½	60x3	½	55
56	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46	Tim 15733H	L4IHV	..	TX	Ros	7x3½x	C	Opt	Opt	33	40x2½	60x3	½	56
57	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Ros	8x	I	166	105½	42½	44x3	51½x5	..	57
58	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	..	CI	Ros	8x3x¼	I	109¼	74¼	34	42x3	56x3½	..	58
59	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	FD	R	7.16	46.9	Own 9D	O4IA	..	CI	Ros	8½x3	x	156	91¾	34	42x3	56x3½	..	59
60	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¾	91¾	30	40x2½	56x3	½	60
61	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 56001H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	61
62	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	7.00	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	62
63	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720H	2F	R	Opt	Opt	Tim 35000H	L4IH	768	FD	Ros	7x3½x	P	Opt	Opt	34	41½x2½	53x3	½	63
																						4 Ton			
64	Per	B-L	B-L 60-4	A	4	....	Spi	Tim 6570H	WF	R	7¾	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	64
65	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.1	49.0	Tim 15733BY	B4IM	..	TD	Ros	9x2¼x¼	T	..	..	33	42x2½	54x3	¼	65
66	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	..	..	Shu 5572	L4IHV	..	TD	Ros	7x3x¼	C	..	..	..	40x2½	62½x3	..	66
67	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	67
68	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	..	TD	Ros	7x2¼x½	P	Opt	Opt	32	40x2½	50x3	½	68
69	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	69
70	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x	T	Opt	Opt	34	44½x2½	54½x3	..	70
71	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	71
72	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	72
73	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	73
74	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	..	FD	Ros	8¾x3¼x¼	C	176	119	41½	44x2½	60x3	½	74
75	Per	D.B-L	B-L 55	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	655	2I	Ros	8x3¼x¼	C	162	109	34	46x3	60x3½	½	75
76	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65706H	WF	R	7¾	43.5	Tim 35000H	L4IHV	489	TD	Ros	7x4x¼	P	134¾	77¼	35	42x2½	56x3	½	76
77	G&O	D.Cov	Cov	A	5	No	SpI 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x	P	138	89¼	34	46x3	56x3½	½	77
78	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	..	TX	Ros	8x3	X	C	168	101½	..	44x3	60x3½	N	78
79	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	..	TX	Ros	8x3	X	C	168	95¼	..	44x3	60x3½	N	79
80	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	..	TX	Ros	8x3	X	C	168	101½	..	44x3	60x3½	N	80
81	Lon	B-L	B-L 55	U	7	No	Blo 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x	C	126	69	32	43x2½	54x3	½	81
82	Lon	B-L	B-L 55	U	7	No	Blo 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x	C	126	69	32	43x2½	54x3	½	82
83	Lon	D.Ful	Ful H U 16	U	8	....	....	Own	I	..	8.53	155	Own	..	..	..	Woh	..	..	100	72½	..	..	..	..	83
84	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x	H	C	132	93	36	42¾x2½	52¾x2½	½	84
85	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	85
86	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6	X	107	59	34	38x2½	50x3	½	86
87	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	½	87
88	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	½	88
89	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	33.4	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	89
90	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	90
91	MeC	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H	..	..	..	Ros	..	..	..	..	..	..	..	..	91
92	Per	D.Jon	Cov Rus	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	658	FD	Ros	8¾x3¼x¼	C	176	119	41½	44x2½	60x3	½	92
93	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	..	CD	Ros	11x3½x	T	..	..	..	40x3	58x3½	½	93
94	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	..	CD	Ros	11x3½x	T	..	..	..	40x3	58x3½	½	94
95	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	..	....	Tim 15733 H	L4IHV	..	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	½	95
96	Chi	D.B-L	B-L 60-7	A	7	No	Spi 600	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	..	FX	Ros	8x3x	P	Opt	Opt	36	43x3	53x3½	N	96
97	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV.	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	97
98	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	150	100¼	33½	42x2½	56x3	½	98
99	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x	T	132	85½	33¼	42x2½	56x3	½	99
100	Per	D.B-L	B-L 554	U	8	A3	Spi 4	TI' 66720	WF	H	7.8	74.0	Tim 15733H	T4IHV	649	FD	Ros	9x3x¼	T	162	111	33¼	42x2½	56x3½	½	100
101	Fed	D.B-L	B-L	A	7	A	Spi	Tim 65706H	WF	R	Opt	....	Tim 15733	T4IHV	870	TD	Ros	7x3½x	P	..	....	34	44x2½	52x3	¼	101
102	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	7.2	51.0	Tim 35020H	L4IHV	768	FD	Han	8x3x¼	C	133	85¼	32	39x2½	60x3½	½	102
103	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x	P	154½	99½	37	44x3	56x3	½	103
104	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	½	104
105	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	510	TX	Ros	7x3¼x¼	C	151	95	33	42x3	56x3	½	105
106	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	Ws4IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	106
107	Own	F.Own	Own BC	A	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8½x3x	T	120	73	33¼	43½x3	56	x3½	107
108	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65706HP	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103¼	34	46x3	54x3	N	108
109	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83¼	34	44x2½	30x3	½	109
110	Lon	F. Lon	Cov	A	4	No	Cle	Tim	..	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x¼	C	132½	78¾	34	41x3	56x3½	½	110
111	Lon	F.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	..	..	..	Ros	..	..	144	94½	..	..	..	..	111
112	.....	dp	....	U	4	....	Cle 585	Cla	S	H	6.37	....	....	L4IHV	....	....	Ros	10x3x¼	C	143	83	34	44x3	56x3½	..	112
113	You	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31¼	40x2½	50x3	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Service	5330	175	192		8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	1
2	Ward La France .35R		Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	S	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	2
3	Ward La France .4E6		Op	Op	21000	8100	B 9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	S	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	3
4	White.....642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5½	519	45.9	96-1800	H	C	S	3	15½	7	FP	Own	Zen	E	L-N	L-N	4
5	Witt-Will.....R4	4440	159	...	21600	8000	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	88-2200	H	C	N	2¾	13	7	FP	No	Zen	E	D-R	D-R	5
6	Witt-Will.....R4X	4600	159	...	21600	8000	P 36x8	DP36x8	Con 21R	6-4½x4¾	427	45.9	100-2600	H	C	N	2¾	13	7	FP	No	Zen	E	D-R	D-R	6
7	Woods.....90	5560	190	Op	...	8100	B9.75/22	DB9.75/22	Her YXC-4	6-4⅝x5½	529	51.2	124-2200	L	G	C	2⅝	10	5	PC	Ha	Str	M	R-Bo	A-L	7
8	World.....DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	L	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	8
	4½ Ton																									
9	(X) Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2½	8½	4	PC	Ha	Mar	M	D-R	D-R	9
10	(X) Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¼x5	331.4	33.7	94-2500	H	G	C	2½	8¾	4	PC	Ha	Mar	M	D-R	D-R	10
11	(X) Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¼x5	331.4	33.7	94-2500	H	G	C	2½	8¾	4	PC	Ha	Mar	M	D-R	D-R	11
12	Gotfredson.....RW96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100-2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	12
13	Gotfredson.....RD96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100-2000	L	G	C	3	11½	7	FP	No	Zen	M	D-R	D-R	13
14	Larrabee 85	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	424.4	45.9	97-2400	H	G	C	2¾	13	7	FP	Wa	Zen	G	D-R	D-R	14
15	Ster. DW18-64.4½-6½		166	180	18000	6850	S 36x5	S 36x10	Wau 6KS	6-4x4¾	358	38.4	71-2000	L	G	C	2¾	13	7	FP	Wa	Zen	V	L-N	L-N	15
16	Ster. DC19-64.4½x5½		163	177		6500	S 36x5	S 36x10	Wau 6XK	6-3¾x4½	298.2	33.7	61-2000	L	G	C	3	13⅛	7	FP	Wa	Str	V	L-N	L-N	16
17	Ward La France .45D		Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅛	7	FP	Wa	Str	P	D-R	D-R	17
	5 Ton																									
18	Acme.....10X		194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105-2000	L	G	A	3	13¾	7	PC	Pe	Str	M	A-L	A-L	18
19	Am. La Fra.....12R		160	Op	22000	7500	B9.75/20	DB9.75/20	Own	6-4½x5½	410.9	40.8	75-1800	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	19
20	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115-1600	L	G	C	3	10½	7	PC	On	Zen	V	D-R	D-R	20
21	Armleder.....61		Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4½x4½	360	40.8	80-2200	L	G	C	2½	....	7	FP	Ha	Zen	V	A-L	A-L	21
22	Atterbury.....100		223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4⅝x4¾	428.4	45.9	101-2400	H	C	C	2¾	....	7	FP	Pe	Str	V	A-L	A-L	22
23	Autocar 3½ & 5T...C	5500	172	186	26000	9300	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	23
24	Autocar.....TFA	6100	192	242	26000	9300	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Wa	Zen	V	D-R	D-R	24
25	Available.....T-50		Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125-2000	L	G	C	3½	13	7	CC	KP	Zen	M	A-L	A-L	25
26	Available.....4-5T-220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	26
27	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	27
28	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	28
29	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	29
30	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	30
31	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	31
32	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	32
33	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	33
34	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	34
35	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	35
36	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	36
37	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	37
38	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	38
39	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	39
40	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	40
41	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	41
42	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	42
43	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	43
44	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	44
45	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	45
46	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	46
47	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	47
48	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	48
49	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	49
50	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	50
51	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	51
52	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	52
53	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	53
54	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	54
55	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	55
56	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	56
57	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	57
58	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	58
59	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	59
60	Brockway.....4-5T--220		170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	3	PC	Bu	Zen	V	Spl	A-Bo	60
61	International HS-104C	5500	160	235	...	10595	S 36x6°	S 40x14	HaS 152	4-4¾x5½	390	36.1	60-1800	L	G	C	2½	8¾	3	PC	HS	Zen	V	R-Bo	.....	61
62	International.....W-3	4850	160	235	...	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36.1	60-1800	L	G	C	2½	8¾	3	PC	Ha	Zen	V	R-Bo	.....	62
63	Kenworth.....240	5450	170	221	...	8400	P 36x8	DP36x8	Her YXC3	6-4⅜x4¾	479	51.2	103-2200	L	G	C	3	15	7	PC	No	Str	V	D-R	D-R	63
64	Kleiber.....66	5000	206	...	...	9435	B 9.75/20	DB9 75x20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2600	H	G	C	2¾	13	7	PC	Pe	Str	V	R-Bo	D-R	64
65	Lange.....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4⅜x4¾	453	48.6	99-2200	L	G	C	3	15	7	PC	Pe	Str	V	R-Bo	D-R	65
66	Maccar.....86	5000	177	209	22900	8200	P 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75-2200	L	G	S	2½	9¾	4	PC	Pe	Str	V	D-R	D-R	66
67	Maccar.....86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅜x4¾	479.8	51.3	102-2000	L	G	S	3	15	7	FP	On	Str	V	R-Bo	N-E	67
68	Mack BJ.....6J	5150	169	240	.....	.....	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	3	PS	On	Str	V	R-Bo	.....	68
69	Mack AK.....6	5150	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	69
70	Mack AK.....6	5250	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	Own	Str	V	R-Bo	R-Bo	70
71	Mack AK.....6	6450	174	240	.....	.....	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	3	PS	On	Str	G	R-Bo	.....	71
72	Mack AC.....6	4950	156	240	.....	.....	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	No	Zen	M	A-L	A-L	72
73	Moreland.....EX-7	4325	182	...	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.8	78-.....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	73
74	Netco.....J		140	200	33200	9500	B 40x8	B 40x8	Wau 6SRL	6-4⅜x5½	462	45.9	100-2400	L	G	C	3	13⅞	7	PC	Ha	Zen	M	A-L	A-L	74
75	Oshkosh.....FHX	6145	146	165	22000	10500	B10.50/20	B10.50/20	Her YXC4	6-4½x5½	529.0	51.3	112-2000	L	G	C	3	15	7	PC	Ha	Zen	M	R-Bo	.....	75
76	Pierce-Arrow.....PY		160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4½x4¾	479.	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	76
77	Relay.....100AC	6615	230	...	.....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4½x4¾	428.4	45.9	100-2200	L	G	C	2¾	13½	7	PC	No	Str	V	D-R	D-R	77
78	Schacht De Luxe..40		174	199	.....	8000	B 9.75/20	DB9.75/20	Her WXC2	6-4½x4½	360.8	40.8	80-2200	L	G	C	2½	9¾	7	PC	Mo	Zen	V	A-L	A-L	78
79	Service.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	3	12½	7	PC	Bu	Zen	V	A-L	A-L	79
80	Stewart.....31X	4990	165	235	.....	9340	S 36x6	DS36x6	Wau 6SRL	6-4½x5½	462	45.9	100 2000	L	G	C	3	12½	7	PS	....	Str	V	D-R	D-R	80
81	Walter.....FH8	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4¼x5½	549	45.9	96-1800	L	G	C	3½	10¾	7	PC	On	Zen	V	R-Bo	D-R	81
82	Ward La France .50C		Op	Op	24000	9600	S 36x6	DS40x7	Wau SRL	6-4¼x5½	462	45.9	97-2000	L	G	C	3	11½	7	FP	Wa	Str	P	R-Bo	D-R	82
83	Ward La France .5B6		Op	Op	24000	9800	S 36x6	DS40x7	Wau AB	6-4¼x5½	548.7	48.6	100-1800	L	G	C	3½	11½	7	FP	Ha	Str	P	R-Bo	D-R	83
84	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5½	326.3	28.9	54-1600	L	G	S	2¾	11¾	3	FP	On	Zen	V	Eis	.....	84
85	White.....55	4763	174	215	.....	8737	S 36x6°	DS40x6	Own GRB	4-4¼x5½	326.3	28.9	56-1800	L	G	S	2¾	11¾	3	FP	Own	Zen	V	.....	L-N	85
86	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/ 24	DB10.50/24	Own 1AB	6-4⅜x5½	519	45.9	96-1800	H	G	S	3	15½	7	FP	No	Zen	E	L-N	L-N	86
87	Witt-Will.....R5	5300	159	...	24000	9000	P 38x9	DP38x9	Con 20R	6-4½x4¾	381	40.8	88-2400	H	C	N	2¾	13	7	PC	Ha	Str	M	D-R	D-R	87
88	Woods.....105	6975	190	Op	...	8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164-2000	L	G	S	3½	....	7	PC	Ha	Zen	M	R-Bo	A-L	88
89	World.....DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	L	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	89
	5½ Ton and More																									
90	A.C.F.....T-160		186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120-2200	H	C	A	2¾	2¾	....	CC	No	Zen	V	D-R	D-R	90
91	A.C.F.....T-175B		186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175-2200	H	C	A	3¼	....	....	CC	No	Zen	M	D-R	D-R	91
92	A.C.F.....TT-175A		186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175-2200	H	C	A	3¼	....	3	FP	Bu	Zen	M	D-R	D-R	92
93	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50-1200	L	G	C	2¾	9¾	3	FP	Bu	Str	M	D-R	D-R	93
94	Autocar...F 7½ Ton	6800	173	214	32000	11000	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	94
95	Brockway5½-7½T250		182	224	25000	10000	P 40x8	DP40x8	Con	6-4½x4¾	427.5	45.9	100-2400	H	C	C	2¾	13	7	CC	KP	Str	V	D-R	D-R	95
96	Brockway 7½-10T-290		182	212	30000	10750	P 38x7	S 40x14	Con	6-4⅝x5¼	611.4	54.2	116-1800	L	G	C	3	13	7	FP	Pe	Str	E	L-N	L-N	96
97	Clinton..120SM-7 Ton	5600	172	Op	27000	9500	B 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2½r	12½	3	PC	Bu	Str	E	L-N	L-N	97
98	Coleman F-200 7½ Ton		144	148	32000	13750	P 44x10	DP44x10	Sterling	6-5½x6	779.3	66.1	177-2200	L	G	A	3½	13½	7	FP	Bu	Zen	P	Spl	A-R	98
99	Commerce.....100 ZB	5830	175	...	.....	9600	S 36x8	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2¾	10½	4	PC	No	Zen	P	N-E	N-E	99
100	Corbitt 5-7 T.....33W6		195	230	33200	10000	S 36x6	DS40x6	Con 21R	6-4⅜x4¾	427.5	45.9	112-2400	H	C	C	2¾	13½	3	FP	Pe	Zen	V	A-Bo	D-R	100
101	Federal..X8 7½ Ton	5085	162	186	28000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2¾	13½	7	PC	Co	Zen	V	D-R	D-R	101
102	Federal..X8R 7½ Ton	5810	162	186	28000	10000	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	677.5	60.0	127-2000	L	G	C	3½	11½	4	PC	Wa	Zen	M	N-E	N-E	102
103	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5½	572.5	48.6	114-2200	L	G	C	3	10½	4	FP	Bu	Str	E	R-Bo	R-Bo	103
104	Freeman..GL 7½ Ton	7200	156	...	.....	10000	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10½	4	FP	Bu	Str	E	R-Bo	R-Bo	104
105	Freeman.....GL 186	7400	186	...	.....	.....	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10½	4	FP	Bu	Str	E	R-Bo	R-Bo	105
106	Freeman..BA8-156 5-T	6650	156	...	.....	8650	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9½	4	PC	Bu	Str	E	R-Bo	R-Bo	106
107	Freeman BA8 186 5½-7	6750	186	...	.....	8900	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	107
108	Garford.....102ZB	5830	175	...	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9½	4	PC	Ha	Mar	M	D-R	D-R	108
109	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¼x5	331.4	33.7	94-2500	H	G	C	2½	8¾	4	PC	Ha	Mar	M	D-R	D-R	109
110	(X)Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¼x5	331.4	33.7	94-2500	H	G	C	2½	8¾	4	PC	Ha	Mar	M	D-R	D-R	110

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear o Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4 Ton Cont'd			
1	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	...	...	TX	Ros	...	...	144	94½	...	...	...	...	1
2	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65720H	WF	R	Opt	Opt	Tim 15733H	L4IHV	...	TX	Ros	7x3½x⅜	C	Opt	Opt	33	40x2½	54x3	½	2
3	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65706D	WF	R	Opt	Opt	Shu 5550	T2IMV	...	TX	Ros	7x3½x⅜	C	Opt	Opt	33	40x2½	54x3	½	3
4	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3⅜x⅜	C	156	91¾	34⅜	42x3	52x5	N	4
5	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	7.25	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	5
6	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	6.8	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	6
7	Chi	D.B-L	B-L	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅜	P	Opt.	Opt.	34	41½x2½	54½x3	½	7
8	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	8
																							4½ Ton			
9	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6⅜x3x⅜	P	107	59	34⅜	38x2½	50x3	½	9
10	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	50x3	½	10
11	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	50x3	½	11
12	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	F	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x⅜	C	...	...	32½	40x2½	54x4	½	12
13	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 76720dh	F	R	9.1	86.5	Tim 26450H	L4IH	...	FD	Ros	8x3½x⅜	C	...	...	32½	40x2½	54x4	½	13
14	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	14
15	Hex	D.B-L	B-L 55	U	4	Op	Spi	Tim 65704	WF	R	8.5	85.5	Tim 15300	O2IM	500	TX	Ros	7x2x¼	C	147	86	34	48x3	54x3	½	15
16	Hex	D.B-L	B-L 51	U	4	....	Har	Own	CD	..	...	57.8	Tim 15300	...	...	...	Ros	...	...	149¾	85¼	...	...	...	...	16
17	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x⅜	C	Opt.	Opt.	33	40x2½	56x3½	½	17
																							5 Ton			
18	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720Tu	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3½x¼	P	168	105¼	34	44x3	54x3½	½	18
19	G&O	P.B&B	Own	A	4	U2	Spi	Tim66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	...	TD	Ros	9x2½x¼	T	Opt	Opt	33	42x2½	54x3	¼	19
20	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	...	TX	Own	9½x2½x¼	C	Opt	Opt	33	44x3	56x3	¼	20
21	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	...	...	Shu 5572	L4IHV	...	C	Ros	8x3x¼	C	...	...	...	40x2½	62½x3	..	21
22	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	...	Ros	9x3¼x¼	C	221	133	34	40x3	56x4	..	22
23	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3¼	C	158½	88½	34½	42½x3	54½x4	..	23
24	Own	dp.Lon	Own T	U	12	A	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3¼	C	175½	105	34½	42½x3	54½x4	..	24
25	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	...	FD	Ros	8x2½x1½	P	Opt	Opt	36	42x3	52x3½	½	25
26	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅜	P	142	84	34½	40x2½	54x3	½	26
27	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	27
28	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	28
29	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2½x1¼	C	168	105	30	48x3½	52x3½	C	29
30	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2½x1¼	C	168	105	30	48x3½	52x3½	C	30
31	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim68700DP	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	...	144	94½	...	...	...	...	31
32	Per	D.Ful	Ful HU 16	U	4	....	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	...	FD	Ros	8¾x3¼x¼	C	198½	141½	41½	44x3	60x4	½	32
33	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.2	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	33
34	Per	D.B-L	B-L 60	A	7	No	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	695	2I	Ros	8x2½x¼	C	162	109	34	46x3	60x3½	½	34
35	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¾x⅜	C	132¾	78¼	37	48x3	60x3½	½	35
36	Own	D.Ful	Ful HU18	U	4	....	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2¾x⅜	T	216	130	36	45x3	54x4	½	36
37	Own	D.Ful	Ful HU18	U	4	....	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2¾x⅜	T	156	108	36	48x3	54x4	½	37
38	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	...	...	Ros	9½x3½x½	C	...	...	38½	42x3	56x4	N	38
39	Lon	P.B&B	B-L 55	A	7	No	P-S 4	Ti' 66704 HP	WF	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7⅜x3½x½	C	180	107½	34	42x2½	54x3	½	39
40	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704WP	WF	R	7.6	72.2	Own	T4IA	921	RI	Ros	7⅜x3½x½	C	180	107½	34	42x2½	54x3	½	40
41	Lon	B-L	B-L 60	A	7	No	Blo 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x⅜	P	144	94	38	46x3	54x4	½	41
42	Lon	B-L	B-L 60	A	7	No	Blo 5	Tim 68720Tw	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅜	P	144	94	38	46x3	54x4	½	42
43	Lon	D.Ful	Ful H U 16	U	8	....	Cle	Own	IF	..	8.53	155	Own	...	...	...	Woh	...	...	112	84½	...	...	...	...	43
44	Lon	D.Ful	Ful H U 16	U	8	....	...	Own	I	..	8.53	155	Own	...	...	...	Woh	...	...	174	114½	...	...	...	...	44
45	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3¼	C	153½	110½	34	48 3½	52x4	N	45
46	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	...	144	94½	...	...	...	...	46
47	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	50x3	½	47
48	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9½x3x⅜	P	125	70	34⅜	40x3	50x3	½	48
49	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	WF	R	8.50	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x⅜	P	125	69¼	34⅜	40x3	54x3	½	49
50	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x⅜	P	125	69¼	34⅜	40x3	54x3	½	50
51	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	WF	R	10.2	143	Eat 527F	B4IM	793	TD	Jac	9x3½x⅜	P	125	70	34⅜	40x3	54x3	½	51
52	Lon	D.Own	Mun	U	12	A	Spi	Tim 67704	WF	R	10.2	143	Tim 36010	B4IMV	865	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	54x3	½	52
53	Lon	D.	Ful	U	4	No	Spi	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅜	P	137	82	34½	50x3½	54x3	½	53
54	Lon	D.B-L	B-L	A	7	..	Spi	Ti' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	...	RI	Ros	7x2¾x¼	C	...	...	...	40x2½	54x4	½	54
55	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	...	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	55
56	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	864	FD	Ros	8½x3¼x¼	C	198½	141½	41½	44x3	60x4	½	56
57	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IH V	690	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	62x3½	½	57
58	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	...	...	Tim 16710 H	4IHV	...	TD	Ros	7x3½x¼	C	110	...	34	40x2½	56x3½	½	58
59	You	D.B-L	B-L 55	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	85	Shu 678	W4IA	471	CD	Ros	8x4x¼	P	112	80	34¾	41½x3	54½x3½	¼	59
60	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅜	T	142	84	34½	40x2½	54x3	½	60
61	Own	P.Own	Own	U	5	No	Own	Own	CD	R	10.1	90.5	Eat 74C	BO4IM	736	4I	Own	8x3x¼	T	120	82½	34	44x3	54x4	½	61
62	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81½	34	44x3	58x4	¼	62
63	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 4	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	63
64	Own	D.B-L	B-L	A	7	Spi	Spi 6	Tim 66702D	W	R	8.50	91.5	Tim 16302	OPV	690	FD	Ros	8x3½x⅜	T	192	130	38	44x2½	52x3	½	64
65	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅜	P	154½	99½	37	49x3	56x4	½	65
66	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	C	148	92½	33	42x3	56x3	½	66
67	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	W84IA	623	FD	Ros	9x3x¼	C	115	80	33	42x3	58½x3	½	67
68	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8½x2¼x⅜	T	144	80	33½	48x3½	56¼x3½	½	68
69	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¼x¼	C	132	93¼	37¼	48x3½	52x4	½	69
70	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¼x¼	C	132	93¼	37¼	48x3½	56x4	½	70
71	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¼x¼	C	132	...	37½	48¼x3½	56¼x4	..	71
72	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅜	T	132	92	37½	46x3½	52x4	½	72
73	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9¼x3½x5	C	156	99	34	39½x2½	54x3	½	73
74	Mod	D.B-L..	B-L 60	..	..	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	..	132	96	...	40x3	50x4	..	74
75	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	142	2I	Han	7x2½x¼	C	113¼	83¼	34	44x2½	50x3	½	75
76	Lon	P.Lon	Cov	A	4	No	Ble	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x3½x⅜	C	132½	78¾	34	41x3	56x4	½	76
77	Lon	D.Lon	Ful VU	U	5	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	4IA	447	FX	...	8½x3½x⅜	P	216	148	34	42x3	54x4	½	77
78	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	78
79	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	...	144	94½	...	...	...	...	79
80	Mod	D.Ful	Ful	A	8	U	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	...	TX	Ros	9½x2¾x½	C	136½	79½	32	40x3	56x4	½	80
81	Own	Own	Own	A	5	N-	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	81
82	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅜	..	Opt	Opt	37	44x3	56x3½	½	82
83	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅜	..	Opt	Opt	37	44x3	56x3½	½	83
84	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51½x5	N	84
85	Own	P.Own	Own 4B	U	4	Op	Spi	Own	2F	R	10.1	66.1	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51½x5	N	85
86	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3½x⅜	C	156	91¾	...	...	52x5	N	86
87	Per	D.B-L	B-L 55	A	7	A7	Spi	Tim66704DH	WF	R	9.0	98.2	Tim 16700H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	...	...	..	87
88	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	...	P	Opt	Opt	34	41½x2½	...	½	88
89	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	89
																							5½ Ton and More			
90	Lon	P.B-L	B-L	U	4	No	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	.....	33½	42x3	56x4	½	90
91	Lon	dp. Lon	B-L	U	4	No	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	.....	33½	42x3	56x4	½	91
92	Lon	dp. Lon	B-L	U	4	No	Spi 6	Tim 79730	2F	R	7.48	52.8	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	.....	33½	42x3	56x4	½	92
93	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	...	2X	Own	8x3x⅜	T	209	139	36	45x3	56x4	N	93
94	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	R	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅜	P	159½	88¾	34½	42½x3	54¾x4	½	94
95	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim .	WF	R	8.75	63.7	Shu	LT1HV	664	CD	Ros	8x3x⅜	P	162	99	36	40x3	54x4	½	95
96	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅜	P	162	99	36	40x3	54x4	½	96
97	Own	D.B-L	B-L 60	A	4	No	Blo	Ti' 68702Dbp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	Opt	Opt	38	43½x3	55½x4	N	97
98	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	...	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	98
99	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	...	144	94½	...	...	...	...	99
100	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68700TW	WF	..	Opt	Opt	Tim27450TW	T4IA	603	2I	Ros	8x3x⅜	T	162	109	34	46x3	56x4	½	100
101	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x½	C	151	87½	38	44x3	56x3½	½	101
102	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x½	C	151	87½	38	44x3	56x3½	½	102
103	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x½	C	153½	110½	34	48x3½	52x4	N	103
104	Lon	D.Ful	Ful H U 16	U	8	....	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅜	C	117	78½	32	54x3	52x4	½	104
105	Lon	D.Ful	Ful H U 16	U	8	....	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅜	C	177	111	32	54x3	52x4	½	105
106	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅜	C	112	84½	32	54x3	52x4	½	106
107	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅜	C	174	114½	32	54x3	52x4	½	107
108	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	...	144	94½	...	...	...	...	108
109	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM.	574	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	50x3	½	109
110	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅜	P	125	70	34⅜	40x3	50x3	½	110

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	1
2	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	2
3	(X)Gen.Mot.T82 . .5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	3
4	(X)Gen.Mot. T-83. 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	4
5	(X)Gen. Mot. T85 5-7	5600	171	204	26000	10630	B 9.75/20	DB9.75/20	Own 468	6-4½x5½	468	43.3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	5
6	Gotfredson...RW104A	....	169	193	.....	12000	S 36x6	DS40x8	Bud BBU	4-5x6½		40.0		L						PC	Pe	Zen	V	R-Bo	D-R	6
7	Gotfredson...RW106A	....	173	196	.....	12400	S 36x6	DS40x8	Own	6-4½x4¾		48.6		L						PC	Pe	Str	M	R-Bo	D-R	7
8	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	4		Wa	Str	M	A-L	A-L	8
9	G-P.....85-8, 5-7	....	169	Op	24000	9200	B10.50/20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140–3000	L	G	C	2¾	11⅞	5			Str	M	A-L	A-L	9
10	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/24	DB10.50/2	Wau 6RB	6-5x5¾	677.0	60.0	125–2000	L	G	A	3½	11¾	4		Wa	Str	M	A-L	A-L	10
11	Hahn & Selden. 77 5-7	....	....	....	27800	.....					611.4		127–2300	L	G	A	3									11
12	Indiana...5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4½x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	12
13	Indiana...7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116–1800	L	G	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	13
14	La Fran.-Republic. 35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98–1850	L	G	C	3½	11½	4	PC	Wa	Zen	M	A-L	A-L	14
15	Mack AC.....	5500	156	240	.....	.....	S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo		15
16	Mack AC.....	6550	174	240	.....	.....	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	16
17	Mack AC.....	6000	156	240	.....	.....	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77–1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo		17
18	Mack AP.....	9500	191	191	.....	.....	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150–2000	L	G	S	3½	11⅛	4	PS	On	Str	V	R-Bo	NE	18
19	Moreland H7	5200	196		22000	8000	P 36x8	DP36x8	Her YXC	6-4½x4¾	428.4	43.9	94–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	19
20	Neteo .....K	....	180	220	.....	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140–2800	L	G	C	2¾	12	5	FP	Ha	Zen	M	A-L	A-L	20
21	Pierce-Arrow.....PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130–2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	21
22	Relay..100B, 7½ Ton	6900	220	....	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118–1850	L	G	C	3	10⅛	4	PC	Ha	Zen	E	A-L	L-N	22
23	Schacht....65 6 Ton	....	160	198	.....	9000	S 36x5	S36x12	Wau SRL	6-4½x5½	462	45.9	88–2000	L	G	B	3	....	7	PC	Mo	Zen	G	L-N	L-N	23
24	Schacht....70 7½ Ton	....	168	200	.....	10500	S 36x7	DS 40x8	Wau SRL	6-4½x5½	462	45.9	88–2000	L	G	B	3	....	7	FP	Mo	Zen	G	A-Bo	No	24
25	Service.....100ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2¾	9⅜	4	PC	Bu	Zen	V	A-L	A-L	25
26	Standard.....5-7	....	165	180	.....	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1		L	G	C	2¾		3	FP	St	Str	V	Els	ABol	26
27	Ster..EW 23-64. 5½-7	....	174	192	23000	7950	S 36x5	S 40x10	Wau 6KS	4x4¾	358	38.4	71–2000	L	G	C	3	13⅛	7	FP	Wa	Zen	V	.....	L-N	27
28	Ster...DC 23-64. 5½-7	....	166	180	23000	8400	S 36x5	S 36x12	Wau 6KS	6-4¼x5¾	358	38.4	71–2000	L	G	C	3	13⅛	7	FP	Wa	Zen	V	.....	L-N	28
29	Sterling DW20-64 5–6	....	....	....	20000	.....			Wau 6SRL	6-4¾x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	CC							29
30	Sterling EW27-64 7-8½	....	174	192	27000	9765	S 36x6	S 40x4	Wau 6SRL	6-4¾x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	30
31	Sterling DC26-64 7-8½	....	166	180	26000	7730	S 36x5	S40x12	Wau 6SRL	6-4¾x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	31
32	Sterling DC27-64 7–8½	....	174	188	27000	7825	S 36x6	S40x12	Wau 6HB	6-4¼x5¾	489	43.3	90–1900	L	G	C	3½	11¾	4	FP	Wa	Zen	V	.....	L-N	32
33	Ster'g EC29-66 8½-10	....	182	200	29000	10380	S 36x6	S 40x14	Wau 6AB	6-4¾x5¾	549	48.6	98–1850	L	G	C	3½	11¾	4	FP	Wa	Zen	V	.....	L-N	33
34	Sterling EC35-66 10-12	....	182	200	35000	10930	S 36x6	S 40x14	Wau 6AB	6-4¾x5¾	549	48.6	98–1850	L	G	C	3½	11¾	4	FP	Wa	Zen	V	.....	L-N	34
35	Stewart.....97X 7 Ton	5700	165	235	.....	9957	P 36x7	P 40x7	Wau 6SRL	6-4¾x5½	462	45.9	100–2000	L	G	C	3	12¼	7	FP	Wa	Str	V	D-R	D-R	35
36	Walter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/24	DB10.5/24	Own 6	6-4¾x5¾	549	48.6	100–1800	L	G	C	3½	10⅝		FC	On	Zen	P	R-Bo	D-R	36
37	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau SRL	6-4¾x5½	462	45.9	97–2000	L	G	C	3	13¾		FP	Wa	Str	P	D-R	D-R	37
38	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DS40x8	Wau SRL	6-4¾x5½	462	45.9	97–2000	L	G	C	3	13¾	7	FP	Wa	Str	P	D-R	D-R	38
39	Ward La Fra. 7B6-7½	6300	Op	Op	28000	10500	S 36x7	DS40x8	Wau AB	6-4½x5¾	540	48.6	100–1800	L	G	C	3½	11⅛	4	FP	Wa	Str	P	R-Bo	D-R	39
40	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54–1600	L	G	S	2¾	11⅛	3	FP	On	Zen	V	Els		40
41	Witt-Will.....R55	5700	159	....	27000	9500	P 38x9	DP38x9	Con 21R	6-4½x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	41
	Six-Wheelers																									
42	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	42
43	Brockway.640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5½	611.4	54.2	116–1800	L	G	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	43
44	Chicago.....1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	462	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	44
45	Day Elder 285 8 Ton	6000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	45
46	Day Elder 345 10 Ton	7500	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	46
47	Day Elder 402 12 Ton	9000	164	204	40200	14000	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127–2300	L	G	A	3	13⅛	7	FP	Co	Zen	M	D-R	D-R	47
48	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4¾x4¾	427.4	45.9	94–2200	L	G	A	3	15	7	PC	Ha	Zen	M	A-L	A-L	48
49	Diamond T ..1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4¾x4¾	453.3	48.6	99–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	49
50	Diamond T ..1601 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	126–1800	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	Bos	A-L	50
51	Diamond T...1600 8T	6220	175	210	36000	12000	P 36x8	DP36x8	Her YXC3	6-4¾x4¾	479.0	51.3	106–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	51
52	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10⅞	4	PC	Bu	Zen	E	L-N	L-N	52
53	Fageol.....4-66 4T	....	....	....	.....	.....				4-4¾x5½	462.0	45.9	89–2200	L	G	A	3	13⅛	7	....							53
54	Fageol.....6-66 6T	6900	195	220	.....	11280	P 36x6	DP36x6	Wau SRL	6-4¾x5½	46.20	45.9	89–2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	54
55	Fageol.....10-66A	8850	230	....	.....	12870	P 36x6	DP36x6	Wau AB	6-4½x5¾	549.0	48.6	100–2000	L	G	A	3½	11⅜	4	PC	Wa	Zen	V	D-R	D-R	55
56	Fageol.....10-66C	9100	232	....	.....	13700	P 36x6	DP36x6	Wau AB	6-4½x5¾	549.0	48.6	100–2000	L	G	A	3½	11⅜	4	PC	Wa	Zen	V	D-R	D-R	56
57	Federal.D2SW-2½-3T	1050	140	164	11000	3800	B 6.00/20	P 32x6	Con W10	4-3½x4¼	200.5	24.0	48–2500	L	C	A	2½	5½	3	PC	Mo	Zen	M	D-R	D-R	57
58	Federal.E2SW-2½-3T	1150	145	169	11000	3915	B 6.00/20	P 32x6	Con 17E	6-3¾x4	215.0	27.3	60–2500	L	C	A	2½	9⅛	7	PC	KP	Zen	V	D-R	D-R	58
59	Federal U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6-4¼x4⅜	380.9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	59
60	Federal .U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6-4¼x4⅜	380.9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	60
61	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6-4¾x4¾	428	45.9	100–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	61
62	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6-4¾x5½	462	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	62
63	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	63
64	(X)Gen.Mt...T95, 7-9	7545	189	224	34000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	64
65	(X)Gen.Mt...T96 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	65
66	G-P.65-6 SW.5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3¾x5	353.0	36.4	97–2750	L	G	C	2¾	10	4	....		Str	M	A-L	A-L	66
67	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3¾x4½	322.0	36.4	120–3200	L	G	C	2¾	11⅞	5	....		Str	M	A-L	A-L	67
68	G-P.75 6 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4¾x5½	462.0	45.9	100–2400	L	G	C	3	13⅞	7	....	Wa	Str	M	A-L	A-L	68
69	G-P 75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135–3000	L	G	C	2¾	11⅞	5	....		Str	M	A-L	A-L	69
70	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	100–2000	L	G	C	3½	11⅜	4	....	Wa	Str	M	A-L	A-L	70
71	G-P.85-8 SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140–3000	L	G	C	2¾	11⅞	5	....		Str	M	A-L	A-L	71
72	G-P.85-6SW.10-12 Ton	8215	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6-5x5½	677.0	60.0	125–2000	L	G	C	3½	11⅜	4	....	Wa	Str	M	A-L	A-L	72
73	Hendrickson....MSW	6400	Op	Op	32000	9000	P 38x7	DP38x7	Bud BA-6	6-4½x5	411	40.8	73–2000	L	G	C	2½	9⅛	4	FP	Bu	Zen	M	A-L	A-L	73
74	Hendrickson.....SW	6900	Op	Op	40000	12500	P 40x8	DP40x8	Wau EU	4-5x6½				L	G	C	2½		4	FP	Wa	Zen	V	A-L	A-L	74
75	Hendrickson.....SW-6	7400	Op	Op	40000	13000	P 40x8	DP40x8	Bud GL6	6-4½x6	572.5	48.6	114–2200	L	G	C	3	10⅞	4	FP	Bu	Zen	M	A-L	A-L	75
76	Hug.....97–6, 5T	....	144	144	31765	13765	P 40x8	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2¾	9⅞	4	PC	Bu	Zen	M	R-Bo	D-R	76
77	Hug.....98–6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126–1850	L	G	C	3	10⅞	4	PC	Bu	Zen	M	R-Bo	D-R	77
78	Indiana...640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116–1800	L	G	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	78
79	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468.0	43.3	105–2000	L	G	A	2¾	10⅜	4	PC	No	Zen	M	D-R	D-R	79
80	Kenworth.....385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	150–2000	H	C	A	3¼	11⅛	7	FP	No	Zen	M	D-R	D-R	80
81	Kleiber.....22DD 5T	5000	192	....	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4¼	319.3	36.4	82–2400	H	C	C	2¾		7	FP	No	Str	V	R.Bo	-Bo	81
82	Kleiber.....28DD	6500	201	....	28000	10060	P 34x7	DP34x7	Con 20R	6-4½x4¾	611	40.0	89–2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	82
83	Kleiber.....34DD	7500	210	....	34000	11900	P 36x8	DP36x8	Con 21R	6-4¾x3¾	427.5	45.9	100–2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	83
84	Kleiber.....34DDT	9000	215	....	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126–1850	L	G	C	3		4	PC		Str	V	R.Bo	D-R	84
85	LeMoon.....HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4¾x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	85
86	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4¾x5½	462.0	45.9	87–2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	86
87	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4¾x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	87
88	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	L-N	L-N	88
89	LeMoon....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	100–2000	L	G	A	3½	11⅜	4	PC	Wa	Str	V	L-N	L-N	89
90	Mack.....AC	7500	177	217	.....	.....	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo		90
91	Mack.....AC	8700	197	237	.....	.....	P 40x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	91
92	Mack.....AK	9500	197	237	.....	.....	B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	C	3	10½	4	PS	On	Str	V	R-Bo	N-E	92
93	Mack.....AP	12000	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150–2000	L	G	S	3½	11⅛	4	PS	On	Str	V	R-Bo	N-E	93
94	Moreland.....BD 7	3505	184	....	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67–2400	L	..	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	94
95	Moreland.....ED7	5285	196	....	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4¼x4½	360.8	40.8	73–2000	L	..	C	2¾	13⅞	7	PC	No	Zen	M	A-L	A-L	95
96	Moreland.....HD7	6585	220	....	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4¾x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	96
97	Moreland.....SD7	6860	221	....	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4¾x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	97
98	Moreland.....TD7	8245	221	....	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611	54.1		L		C				PC	No	Zen	M	A-L	N-E	98
99	Relay.....50SW 5T	5505	152	178	.....	8600	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.3	33.7	73–2200	L	G	C	2½	....	4	FP	No	Zen	V	A-L	A-L	99
100	Relay.....60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4½x5¾	411.0	40.8	83–2100	L	G	C	2½	....	4	FP	Bu	Zen	V	A-L	A-L	100
101	White.630SW 200 3 T	....	193	205	24000	10000	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72–1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	101
102	White 642.....SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	102
103	White 643.....SW410	....	198	215	40000	14400	S 40x8	DS40x8	Own 1AB	6-4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	103

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																											5½ Ton and more Cont'd
1	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	...	WF	R	8.5	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	1
2	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	...	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	2
3	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	...	WF	R	10.2	143	Eat 527F	B4IM	793	TD	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	3
4	Lon	D.Own	Mun	U	12	A	Spi	Tim 66704	...	WF	R	10.2	143	Tim 36010	B4IMV	865	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	4
5	Lon	D.	Ful	U	4	No	Spi	Tim 76730	...	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅛	P	137	82	34½	50x3½	54x3	½	5
6	Lon	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF		11.7	111	Tim 17302				Ros									6
7	McC	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF		10.0	95.0	Tim 17302													7
8	Own	D.Ful	Ful MHV	U	4	A3	M.M	.8Wis 1567W	...	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x⅛	T				40x3	58x4	½	8
9	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis 1567W	...	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x⅛	T				40x3	58x4	½	9
10	Own	D.Ful	Ful MHD	U	4	A3	MM8	Wis 19000W	...	DF	R	10.1	125.	Tim27450TW	B4IM	...	CD	Ros	14x3½x⅛	T				40x3	58x4	½	10
11	.....	.....	.....	..	..	A	Blo	.....	...		R			4IMV	...	TD			9x3¼x¼	P			37½	42x3	60x4	½	11
12	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	...	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	12
13	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	13
14	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9½x3½x⅛	C	128½	81¼	36⅛	44x3	60x3½	½	14
15	Own	F.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4	½	15
16	Own	F.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x⅛	C	132	..	37½	48x3½	52x4		16
17	Own	F.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4		17
18	Own	F.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x⅛	C	180	108½	37½	46x3½	52x4	½	18
19	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9½x3⅛x⅛	C	168	113	34	39½x2½	56x3½	½	19
20	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	..	R	Opt	Opt	Tim 26450H	L4IH	...		Ros	9x3x¼	C	180	120	33	44x3	56x4	..	20
21	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x⅛	C	139	84½	38½	41x3	56x5	½	21
22	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x⅛	P	192	134	34	42x3	56x4	½	22
23	Own	D.B-L	B-L 60	A	7	A	Spi	Own..	...	2F	R	10.3	65.0	Own	L4IHV	628	TX	Own	8x2½x⅛	C	152	95⅛	35¾	42x3	60x3½	½	23
24	Own	D.B-L	B-L 70	A	7	A	Spi	Own	...	WF	R	14.0	88.2	Own	O2IMV	628	TX	Ros	9x2½x⅛	C	152	82⅛	35¾	42x3	50x3	½	24
25	Lon	Own	B-L 60 Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302				Ros			144	94½					25
26	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	..	6.86	83.6	Tim 17300				Ros			144	93⅛					26
27	.....	.....	.....	..	..	..	Spi	.....	...		R			L4IHV	647	TX			7x2x¼	C			34	48x3	54x3	½	27
28	Hen	D.B-L	B-L 60	A	4	Op	Spi	Tim 68700	...	WF	R	10.0	53.5	Tim 16300	T2IM	290	2I	Han	9x2x¼	C	158	97	38	48x3	60x4	..	28
29	Hex	D.B-L	B-L 60	A	4	Op	Spi	Tim 66601D	...	WF	R	9.5	50.8	Tim 16300	T2IM	236	2I	Han	7x2x¼	C	158	97	38	48x3	60x3½	..	29
30	Hex	D.B-L	B-L 55	U	4	Op	Spi	Own	...	CD	R	....	49.1	Tim 15300	O2IM	500	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	30
31	Hex	D.B-L	B-L 55	U	4	Sp	....	Own	...	CD	R	....	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	31
32	Per	D.B-L	B-L 55	U	4	Op	Spi	Own	...	CD	R	....	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	47	86	34	48x3	54x3	½	32
33	Hex	L. H-S	Own	A	6	Opt	Spi	Own	...	CD	R	....	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158	97¼	38	48x3	60x4	..	33
34	Hex	O. H-S	Own	A	6	Op	Spi	Own	...	CD	R	....	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158½	97¼	38	48x3	60x4	..	34
35	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9⅛x2¾x⅛	C	196½	76½	32	40x3	56x4	½	35
36	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	36
37	Own	P.B-L	B-L	A	7	...	Spi	Tim 68702	...	WF	..	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	37
38	Own	P.B-L	B-L	A	7	...	Spi	Tim 68700	...	WF	..	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	38
39	Own	P.B-L	B-L 7	A	7	...	Spi	Tim 68700D	...	WF	..	Opt	Opt	Tim	T2IMV	...	TX	Ros	9x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	39
40	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51½x5	N	40
41	Per	D.B-L	B-L 60	A	4	A	Spi	Tim66704DH	...	WF	R	9.0	48.2	Tim 16700	L4IHV	...	TD	Ros	8x3x¼	C	....	76	36	.....	.....	..	41
																											Six-Wheelers
42	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x⅛	T	159½	86¼	34¼	42½x3	61x5	½	42
43	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅛	P	216	129	36	40x3	54x4	N	43
44	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWF1A	796	TD	Ros	8x3½x⅛	C			35½	44½x3	60x4	..	44
45	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7½	71.2	Tim 26450H	L6IHV	674	TD	Ros	10x3¾x⅛	C	132½	80½	37	48x3	64x4	½	45
46	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim 36450W	T6IA	490	TD	Ros	10x3¾x⅛	C	132½	80½	37	48x3	64x5	½	46
47	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim 17300	T6IA	490	TD	Ros	10x3¾x⅛	C	127¼	75¼	37	45½x3	64x5	½	47
48	G&O	D. Cov	B-L	A	7	No	SpP 5	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	48
49	G&O	D.Cov	B-L 60 Max	A	7	No	SpIB5	Tim SW200	4 R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3¼x¼	P	162	100¼	37	46x3	50x4	N	49
50	G&O	D.B-L	B-L 70	A	7	No	SpB5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3¼x¼	P	141	93	37	46x3	50x4	N	50
51	G&O	D. Cov	B-L 60 Max	A	7	No	SpP 5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3¼x¼	P	138¾	94¼	37	46x3	50x4	N	51
52	Own	D.Ful	Ful H-OG	U	..	A 3	Blo 5	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	...	CX	Ros	10x2½x⅛	T	240	140	36	48x3	65x3½	..	52
53	.....	.....	.....	..	8	A 3	PeS6	.....	4 R	.....	R	.....	.....	.....	L4rIHV	...	TX	.....	7½x3½x⅛	C	.....	.....	.....	41x3	46x3½	N	53
54	Per	P.B&B	B-L554&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	93.2	Tim 15000	T4rIAV	...	TX	Ros	8x3½x⅛	C	192	114½	33½	41x3	46x3½	N	54
55	Per	P.B&B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...	TX	Ros	8½x4¾x⅛	C	213½	147¾	34	41⅝x3	49½x4	N	55
56	Per	P.B&B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...	TX	Ros	8½x4x3½	C	213½	149¾	40	41⅝x3	49½x4	N	56
57	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x1¼	C	106	64¼	34	38x2¼	40½x2½	N	57
58	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x1¼	C	118	68¾	34	38x2¼	40½x2½	N	58
59	Lon	P.B&B	B-L 55	A	7	No	P-84	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV	...	TI	Ros	7⅞x3½x⅛	P	164	102	34	42x2½	63x4	½	59
60	Lon	P.B&B	B-L 55	A	7	No	P-84	Tim SW200W	4R	WF	R	7.50	71.3	Own	Tr1A	867	TI	Ros	7⅞x3½x⅛	P	164	102	34	42x2½	63x4	½	60
61	Lon	P.B&B	B-L 55	A	7	No	Pet 4	Tim SW300W	4R	WF	R	8.5	80.7	Own	T6IA	867	TI	Ros	7⅞x3½x⅛	P	190	118	34	42x2½	63x4	½	61
62	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x⅛	P	180	137	36	42¾x2½	44x3	½	62
63	Lon.	D.Own	Mun	U	12	A	Pet	Tim SW200	4 R	WF	R	9.25	129	Eat 527F	Br1A	870	TX	Jac	9x3½x⅛	P	161	100¼	34½	40x3	50x4	½	63
64	Lon	D.	Ful	U	4	No	Spi	Tim SW300	4R	WF	R	8.50	53.3	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	64
65	Lon	D.	Ful	U	4	No	Spi	Tim SDT 310	2	2F	R	8.15	51	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	65
66	Own	D.Ful	Ful VUOG	U	..	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x⅛	T	.....	.....	.....	40x3	58x3½	½	66
67	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x⅛	T	.....	.....	.....	40x3	58x3½	½	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x⅛	T	.....	.....	.....	40x3	58x4	½	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x⅛	T	.....	.....	.....	40x3	58x4	..	69
70	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x⅛	T	.....	.....	.....	40x3	58x4	½	70
71	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	T	.....	.....	.....	40x3	58x4	½	71
72	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x⅛	T	.....	.....	.....	40x3	58x4	½	72
73	Chi	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	...	WF	R	Opt	Opt	Tim 16302	L4IHV	...	FX	Ros	8x3x⅛	P	Opt	Opt.	36	43x3	56x4	N	73
74	Chi	D.B-L	B-L 70-7	A	7	No	Bl 4-5	Own	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...	FX	Ros	8x3x⅛	P	Opt	Opt.	38	45½x3	59x4	N	74
75	Chi	D.B-L	B-L 70-7	A	7	No	Bl 4-5	Own	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...	FX	Ros	8x3x⅛	P	Opt	Opt.	38	45½x3	59x4	N	75
76	You	D.B-L	B-L 55	A	7	No	Blo	Wis 1627KW	2	2F	H	10.2	85	Shu 678	W4IA	471	TD	Ros	8x4x⅜	I	131½	80	34⅛	41½x3	54½x3½	½	76
77	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x⅜	I	Opt	Opt	37¼	41½x3	54½x3½	½	77
78	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅛	P	216	129	36	40x3	54x4	½	78
79	Per	D.B-L	B-L 554	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	87.0	Tim 26450	T4IA	592	FD	Ros	8x3x⅛	P	240	145	36¼	42x3	68x4	½	79
80	Per	P.B-L	B-L 714	A	7	A3	Spi	TimSW410W	4R	WF	H	7.8	74.0	Tim 26450	T4IA	592	FD	Ros	8x3x⅛	C	235	143	36¾	42x3	68x4	½	80
81	Own	B-L	B-L 55-7	A	7	No	SpB	Tl.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x⅛	P	168	Opt	34	44x3	60x4	½	81
82	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x⅛	P	180	Opt	38	44x3	60x4	½	82
83	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	4R	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x⅛	P	180	Opt	38	44x3	60x4	½	83
84	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	4R	WF	R	10.5	108.1	Tim 17300	T4IA	848	TD	Ros	8x3½x⅛	C	204	Opt	38	44x3	60x4	½	84
85	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	85
86	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	H	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	C	162	108	34	39½x3	46x3½	N	86
87	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	87
88	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	88
89	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	89
90	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	6.68	42.9	Own AK	OrIV	574	FD	Own	8x3x⅛	C	132	87	37	46x3½	52x4	½	90
91	Own	F.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AC	OrIV	574	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	91
92	Own	F.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AK	OrIV	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	92
93	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	7.06	45.3	Own AK	OrIV	574	FD	Own	8x3x⅛	C	135	88	37	46x3½	52x4	½	93
94	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9x3⅛x¼	C	168	102	34	40x2½	42x2½	½	94
95	Lon	P.B-L	B-L 51	U	12	A	Cle	Own	...	WF	T	9.75	96.4	Tim 16300	O4MV	...	TI	Ros	9x3x3½x⅛	C	168	113	34	39½x2½	43½x3½	½	95
96	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3x⅛	C	192	137	38	44x3	43½x3½	½	96
97	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3x⅛	C	216	135	38	44x3	43½x4	½	97
98	Own	P.B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3x⅛	C	240	135	38	44x3	43x4	½	98
99	Lon	B-L	B-L 51	U	5	..	Blo	Own 40	2R	2F	..	7.4	54.7	Tim 14704H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	99
100	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	100
101	.....	P.Own	Own 4B	U	4	No	.....	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¼	34	42x3	42x4	N	101
102	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310W	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8½x3x⅛x⅛	C	167	109¾	....	42x3	42x4	N	102
103	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8½x3x⅛x⅛	C	167	109¾	....	42x3	42x4	N	103

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7-10 ton, $4,950, tires, S 36x5, DS 40x5; 11-14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Cr.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
½—Semi-Floating.
¾—Three-Quarter Floating.
F—Full Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front and forward pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

BRAKES—Hand Location

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-17	5500 to 6500	1701 to 1708	1-1½
T-19	6500 to 8500	2201 to 2223	1½-2
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	22000 to 26000	851-1 to 858-8	5-7
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	28000 to 34000	951-1 to 955-8	7-9
T-96	28000 to 34000	961-1 to 965-8	7-9